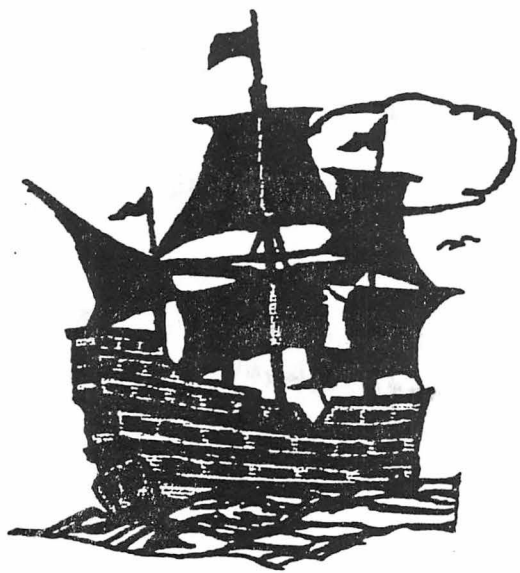




Origins Traditions & Facts





In researching the sources of these Origins and Traditions, I've found most are not etched in stone. Some have two or three origins; so, there's much to be desired as to their authenticities. You be the judge.

Thank you, CDR Bruce Herman, for your contributions, of which many are facts.

Credit for Marine information:

Heritage Press International

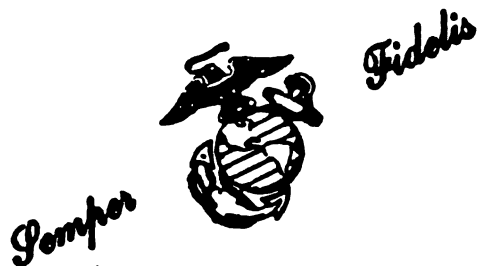
Excerpts from "Warrior Culture of the U.S. Marines"
by Marion F. Strukey

Catherine Yonke
Naval Aviation Schools Command
NAS Pensacola

Cathy.Yonke@~~NAVY~~.Navy.Mil

850 452-4111

DSN 922-4111



ORIGINS, TRADITIONS, and FACTS

GLOSSARY

<u>A</u>	<u>PAGE</u>
About Face.....	1
Above Board.....	1
Absentee.....	1
Ace.....	1
Acey Duecy.....	1
Admiral.....	1 - 2
Admiralty Seal.....	2
Also See Navy Seal.....	96 - 97
Ahoy.....	2
Aide.....	2
Aiguillette.....	2 - 3
Air Boss.....	3
Aircraft Carrier.....	3
Also See CONSTELLATION, USS.....	40
Airedale.....	3
Aldis Lamp.....	3
All Hands.....	3
American Flag/"Old Glory!"'Union Jack/Don't Tread on Me...3 -	6
American Flag (Funerals, including Burial at Sea).....6 -	8
American Flag, Why is it folded 13-times.....8 -	9
Anchors.....	9
Anchors Aweigh (The Navy March Song).....9 -	13
April Fool's Day.....13 -	14
Armed Forces Acronyms (Witty).....	14
Armed Force Day (Don't confuse with Navy Day, Pg 94).....	14
Arrive.....	14
Assignment of Family Members:	
See Sullivan Brothers.....	128
Auld Lang Syne.....14 -	15
See New Years Day.....	98 - 99
Aviation Green Uniform:	
See Green Uniform.....	63
Also See Khaki.....	71
AWOL.....	15
Aye, Aye.....	15
<u>B</u>	
Baby - Don't throw the Baby out with the Bath Water.....	15
Bacon, Bring Home the:	
See Bully Boy.....	27
Also See Chewing the Fat.....	31 - 32
Ball Caps:	
See Ship's Ball Caps.....	119
Bamboozle.....	16
Batten Down.....	16
Battleship MAINE.....	16
Beachcomber.....	16
Bear a Hand/Lend a Hand.....	16
Beds, Canopy.....	16
See Raining Cats and Dogs.....	109
Before the Mast.....	16

GLOSSARY (Con'd)

<u>B (Con'd)</u>	<u>PAGE</u>
Bell Bottom Trousers.....	16 - 17
See White Hat.....	145
Bell Bottom Trousers (Song).....	17
Bell Ceremony.....	17 - 20
Bell, Who Shines Ship's Bell:	
See Bells.....	20 - 21
Bells.....	20 - 21
See Time.....	134
Between the Devil and the Deep Blue Sea.....	21
Binnacle List.....	21
Bitter End.....	21
Black Balls.....	22
Black Shoe; Reflections of a Black Shoe:	
See Sailor.....	111 - 113
Blasphemy.....	22
Bloody.....	22
Blue, Feeling:	
See Feeling Blue.....	55
Blue Jacket.....	22
Blue Monday.....	22
Blue Moon.....	22
Blue Nose.....	22
Bluff.....	22
Boatswain.....	22
Boatswain's Pipe.....	23
Bokoo.....	23
BON HOMME RICHARD, USS (Nickname -"Bonny Dick").....	23
Boondocks.....	23
Boot Camp.....	23
Bootlegger.....	23
Bottle Message.....	23 - 24
Bottled Up.....	24
Brass.....	24
See GI.....	60
Brass Monkey.....	24
Breakfast.....	24
Break Out.....	24
Bride, June.....	24
Brig.....	24
Brightwork.....	24
Brown Shoe.....	25 - 26
Buccaneers.....	26
Buck for the First Salute:	
See Silver Dollar.....	122 - 123
Bugle.....	27
Bulkhead.....	27
Bull Ensign.....	27
See George Ensign.....	59
Bullet Clubs:	
See Commemorative Coin.....	38 - 40
Bully Boy.....	27
See Chewing the Fat.....	31 - 32
Also known as Bring Home the Bacon & Salt Junk	
Bumboats.....	27

GLOSSARY (Con'd)

<u>==B (Con'd)=====</u>	<u>PAGE</u>
Buoy.....	27
Burial at Sea:	
See American Flag for Military Funerals.....	6 - 8
Bury the Hatchet.....	27
Buttons, Ornamental on Sleeves.....	28
By-and-Large.....	28
 <u>==C=====</u>	 <u>PAGE</u>
Cake-cutting Ceremony at Navy and Marine Birthday Balls.....	28
Can Do.....	28
Captain.....	28
Captain's Mast.....	28
Carry On.....	28 - 29
Change of Command.....	29 - 30
Chanteys:	
See Sea Chanteys, Pg 116	
Chaplain.....	30
See Holy Joe.....	67
Also See Padre.....	101
Charge Book.....	31
Charlie Noble.....	31
See To Shoot Charlie Noble.....	134
Charon, Coin for Charon:	
See Coin for Charon.....	37
Cheese It.....	31
CHENG.....	31
Chewing the Fat.....	31 - 32
See Bully Boy.....	27
Also Known as Salt Junk & Bring Home the Bacon	
Chief Petty Officer (Miscellaneous Information).....	32 - 34
Chief Warrant Officer.....	34
See Mustang.....	91
Chit.....	34
Christening Ceremony.....	34 - 35
See Ship's Launching.....	119 - 120
Also See Women's Sponsors.....	146
Christmas.....	35
Church Pennant.....	35
Clean Bill of Health.....	35
Close Quarters.....	35
Clothes Stop (The early Navy clothes pin).....	35
Coast Guard.....	36
Cockbilling Yards.....	36
Cocked Hat.....	36
Code of Conduct.....	36 - 37
See Honor Code.....	68
Coffee.....	37
See Cup of Joe.....	43
Coin for Charon.....	37
Coin:	
See Commemorative Coin.....	38 - 40
Also See Coin for Charon.....	37
Cold Turkey.....	37

GLOSSARY (Con'd)

==C (Con'd)=====PAGE

Columbus Day.....	37 - 38
Command at Sea Pin.....	38
Commander.....	
Commemorative Coin.....	38 - 40
Commodore.....	40
CONSTELLATION, USS.....	40
Coxswain.....	41
Cradle of Naval Aviation, Pensacola	
See Naval Air Station.....	92
Also Known as Mother-in-Law of the Navy	
Crew.....	41
Crossing the Line.....	41 - 42
See Shellback.....	117
Also See Polliwog.....	105
Crow's Nest.....	42 - 43
Cumshaw.....	43
Cup of Joe.....	43
See Coffee.....	37
Cut of His Jib.....	43
Cut through Red Tape.....	43
Cut to the Chase.....	43
Cutlass.....	43

==D=====PAGE

Davy Jones.....	43 - 44
Dead as a Nail.....	44
Dead Horse.....	44 - 45
Dead Reckoning.....	45
Dead Ringer:	
See Graveyard Shift.....	62 - 63
Also See Wake.....	143
Deck.....	45
Deep Six.....	45
Devil to Pay.....	45
Dining In/Out.....	45 - 49
See Toasts.....	135 - 136
Dirt Poor.....	49
Distinguishing Marks/Rating Badges.....	49
Ditty Box or Ditty Bag.....	49
Dog House.....	49
Dog Tags.....	50
Dogwatch.....	50 - 51
Dollar for First Salute:	
See Silver Dollar.....	122 - 123
Don't Give Up the Ship.....	51
Don't Tread on me Flag.....	5 - 6
Down the Hatch.....	51
Dress Ship.....	51
Duffle.....	51
Dungarees.....	51 - 52
Dutch Courage.....	52

GLOSSARY (Con'd)

<u>E</u>	<u>PAGE</u>
Eagle on Crows/Devices.....	52
Eagle Screams, The.....	52
Easter.....	52 - 53
Eight Bells:	
See Bells.....	20 - 21
Also See Time.....	134
Ensign.....	53
See Bull Ensign.....	24
Also See George Ensign.....	59
Eyes of the Ship.....	53 - 54
See Ship, Why we call a ship a She.....	118
Also See Figure Heads.....	55

<u>F</u>	<u>PAGE</u>
Father's Day.....	54
Fathom.....	54
Feeling Blue.....	55
Field Day.....	55
Figure Heads.....	55
See Ship Called a She.....	118
Also See Eyes of the Ship.....	53 - 54
Firing Three Volleys at Funerals.....	55
See <u>Taps</u> (Played at Funerals).....	131
First to Get Off the Ship:	
See Ship, First to Get off.....	119
Flag - See American Flag.....	3 - 6
Flag Day.....	55
Flat Hats.....	56
Flogging.....	56
Flotsam.....	56
Flying Dutchman.....	56
Forecastle.....	56
Fouled Anchor:	
See Chief Petty Officers.....	32 - 34
Fourth of July (Independence Day).....	56 - 57
Freedom Isn't Free.....	57
Friday Superstition.....	57 - 58
Frocking.....	58
Funerals:	
See American Flag/Military Funeral.....	6 - 8

<u>G</u>	<u>PAGE</u>
Gadget.....	58
Galley.....	58
Galley West.....	58
Galley Yarn:	
See Scuttlebutt.....	116
Also known as Mess Deck Intelligence	
Gangway.....	58
Garrison Cap	
See Go-to-Hell Cap.....	60
Geedunk.....	59
General Orders.....	59

GLOSSARY (Con'd)

<u>G Con'd</u>	<u>PAGE</u>
George Ensign.....	59
See Bull Ensign.....	24
Also See Ensign.....	53
Get to the Point.....	60
Getting the Short End of the Stick.....	60
GI.....	60
See Brass.....	24
Gibson Girl.....	60
Glove, Removing the Right Glove.....	60
Golf.....	60
Go-To-Hell Hat.....	60
Also known as Garrison Cap	
Goat Locker.....	60 - 61
See Mascot, Navy.....	83
Gob.....	61
God Bless America (Origin and Song).....	61 - 62
Gold or Goldbricking.....	62
Golden Dragon.....	62
Graveyard Shift.....	62
See Wake.....	143
Also known as Dead Ringer	
Gray Navy Uniform.....	63
Green Uniform (Known as Aviation Green Uniform.....	63
See Khaki.....	71
Grog.....	63
See Splice the Main Brace.....	126
Groundhog Day.....	64
Gun decking.....	64
Gun Salute.....	65
See Salute.....	114 - 115
Also See Twenty-one Gun Salute.....	137 - 139
Gung Ho.....	65
<u>H</u>	<u>PAGE</u>
Halloween.....	65 - 66
Hammocks.....	66
Hand-me-Downs.....	67
Hand Grenades.....	67
Hands-Off.....	67
Happy Hour	
See Social Hour.....	124 - 125
Hash Mark.....	67
Havelock:	
See Women's Covers/Hats.....	146
Hawsepipes.....	67
He Knows the Ropes;	
See Ropes, He Knows the Ropes.....	110
Head.....	67
High Seas.....	67
Hit the Deck.....	67
Holy Joe.....	67
See Chaplain.....	30
Also See Padre.....	101
Holystone.....	68

GLOSSARY (Con' d)

==H (Con' d)=====PAGE

Honor Code.....	68
See Code of Conduct.....	36 - 37
HOO-AH! (Also known as OOH-RAH! & HOO-YA!).....	68 - 69
Hooker.....	69
Horse Latitudes.....	69
Hunky Dory or Hunky Dori.....	69

==I=====PAGE

Ill Wind.....	69
Independence Day	
See Fourth of July.....	56 - 57
Irish Pennant.....	69

==J=====PAGE

Jack (Ensign/Flag).....	69 - 70
Jack Tar.....	70
Jacob's Ladder.....	70
Jetsom.....	70
Joint Chiefs of Staff (PURPLE).....	70
Jumper Flaps.....	70
Jumper Stripes and Stars on Jumper Uniform.....	70
Jury Rig.....	70

==K=====PAGE

Keel Hauling.....	70 - 71
Keep 'em Flying.....	71
Keep Your Shirt On.....	71
Khaki.....	71
See Green Uniform (Aviation).....	63
Kilroy was Here.....	71 - 72
Knock-off.....	72
Knot.....	72 - 73
Knows the Ropes:	
See Ropes; He Knows the Ropes.....	110

==L=====PAGE

Labor Day.....	73
Ladder.....	73
Landlubber.....	73
Larboard:	
See Port and Starboard.....	106
Also See Starboard.....	127
Launching:	
See Christening Ceremony.....	34 - 35
Also See Ship's Launching.....	119 - 120
Leathernecks:	
See Marines.....	75
Leg:	
See Show a Leg.....	121
Also See Son of a Gun.....	125

GLOSSARY (Con'd)

==L (Con'd)== PAGE

Lend a Hand or Bear a Hand.....	74
Liberty.....	74
Lieutenant.....	74
Lieutenant Commander.....	74
Lime-Juicer.....	74
Limey.....	74
Limited Duty Officer: <i>See chief warrant officer</i>	34
See Mustang.....	91
Log Book.....	75
Lone Sailor.....	75
Long Shot.....	75
Lucky Bag.....	75

==M== PAGE

Man.....	75
Man the Rails.....	75
Marines (Leathernecks).....	75
Marine Birthday.....	75 - 76
Marine Code of Conduct:	
See Code of Conduct.....	36 - 37
Also See Honor Code.....	68
Marine Core Values.....	76
Marine, Dead.....	76
Marine Drill Instructors' Creed.....	77
Marine General Orders.....	77
See General Orders.....	59
Marine Hymn.....	77 - 78
Marine Mascot.....	78 - 79
Marine Motto.....	79
Marine Prayer.....	79 - 80
Marine Quotes about Marines.....	80 - 81
Marine Quotes by Marines.....	81
Marine Salute.....	81
Marine Slogan.....	81 - 82
Marine Sword.....	82
Marine Terms.....	83
Mark of the Beast.....	83
Marooned.....	83
Mascot, Navy.....	83
See Goat Locker.....	60 - 61
Mate.....	83 - 84
Mayday.....	84
Mast.....	84
Medallion:	
See Commemorative Coin.....	38 - 40
Medals.....	84
Memorial Day, Including Origin of Red Poppies.....	84 - 86
See Wars.....	143 - 144
Men's Neckerchief.....	86
Mess Deck Intelligence:	
See Scuttlebutt.....	116
Also Known as Galley Yarn.....	
Midshipmen.....	86 - 87
Military Funeral:	
See American Flag for Military Funeral.....	6 - 8

GLOSSARY (Con'd)

M Con'd PAGE

Military Wife.....	87 - 88
Mind Your P's and Q's.....	88
Missing Man Honors Table (MIA Honors Table).....	88 - 89
See POW/MIA Flag.....	106
Mother's Day.....	90
Mustang.....	91
See Chief Warrant Officer.....	34
Mutiny.....	91

N PAGE

National Anthem.....	91
Naval Aviation Schools Command (NASC) Logo.....	91
Naval Air Station, Pensacola.....	92
Known as Cradle of Naval Aviation	
Also known as Mother-in-Law of the Navy	
Naval Aviation Theme Song.....	92
Naval War College.....	93
Navy Alphabet:	
See Phonetic Alphabet.....	102
Navy Birthday.....	93
Navy Birthplace.....	93
Navy Blue.....	94
Navy Colors.....	94
Navy Day.....	94
Navy Flag.....	94 - 95
Navy Hymn.....	95 - 96
Navy League:	
See Navy Day.....	94
Nary March:	
See Anchors Aweigh Song.....	9 - 13
Navy Motto.....	96
Navy Seal.....	96 - 97
See Admiralty Seal.....	2
Neckerchief.....	97
Neckerchief Square Knot.....	98
Nelson's Blind Eye.....	98
New Year's Day.....	98 - 99
See Auld Lang Syne.....	14 - 15
No Quarter.....	99

O PAGE

Officers' Stars.....	99
Officer and a Gentleman.....	99
Old Glory.....	3 - 5
Old Man.....	100
Old Navy.....	100
Ombudsman.....	100
See Z-Grams.....	147

GLOSSARY (Con'd)

Q Con'd PAGE

Ombudsman (Z-Gram #24) - Wive's Ombudsman.....	100
See Z-GRAM.....	147
On the Ball.....	100
OOD (Officer of the Dec).....	100
See HOO-RAH, Pg'S 68-69	
.....	100
OOH-RAH:	
See HOO-AH!.....	68 - 69
Orders:	
See General Orders.....	59
Ornamental Sleeve Buttons:	
See Buttons, Ornamental Sleeves.....	28
Overwhelmed.....	101

P PAGE

P's and Q's:	
See Mind Your P's and Q's.....	88
Padre.....	101
See Chaplain.....	30
Also See Holy Joe.....	67
Pass the Hat.....	101
Passing Honors.....	101
Passing the Buck.....	101 - 102
See Tail Wagging the Dog.....	129
Pea Jacket or Pea Coat.....	102
Phonetic Alphabet.....	102
Piping.....	102
Piping Aboard/Ashore.....	102 - 104
Includes Shadow Box, Retirement, and Watch	
Plank Owner.....	104
Pledge Allegiance.....	104
Politically Correct ("PC").....	105
Polliwog.....	105
See Crossing the Line.....	41 - 42
Also See Shellback.....	117
Poop Deck.....	105
Poppy, Red:	
See Memorial Day	84 - 86
Portholes.....	105 - 106
Port and Starboard.....	106
See Starboard.....	127
POW/MIA Flag.....	106
See Missing Man Honors Table.....	88 - 89

Q PAGE

Quarterdeck.....	106
See Salute the Quarterdeck.....	115
Queen Toast - Her Majesty the Queen:	
See Toast While Seated.....	106
Quotes (Famous).....	106 - 109

GLOSSARY (Con'd)

<u>R</u>	<u>PAGE</u>
Rack or Sack.....	109
RADAR.....	109
Raining Cats and Dogs.....	109
See Bed, Canopy.....	16
Rank.....	109
Rating Badges (Distinguishing Marks/Rating Badges).....	110
Ratline.....	110
Remember:	
See What is a Vet.....	141 - 142
Retirement Ceremony:	
See Piping Ashore.....	102 - 104
Right Arm Rates.....	110
Ring Leader:	
See Round Robin.....	110
Rocks and Shoals.....	110
Rookie.....	110
Ropes; He Knows the Ropes.....	110
Ropeyarn Sunday.....	110
Round Robin.....	110
Also Known as Ring Leader	
Row, Row, Row Your Boat.....	111
Rules of the Road.....	111
 <u>S</u>	 <u>PAGE</u>
Sack or Rack.....	111
Sailor.....	111
See Bell Bottom Trousers.....	16 - 17
Sailor, Reflections of a Black Shoe.....	111 - 112
Sailor's Creed.....	113
Sailor Died Today, A.....	113 - 114
Sailor, The Lone.....	114
Sailors with Girls in Only One Port.....	114
Sally Ship.....	114
Salt Horse:	
See Dead Horse.....	44 - 45
Salt Junk:	
See Bully Boy.....	27
See Chewing the Fat.....	31 - 32
Also Known as Bring Home the Bacon	
Salute.....	114 - 115
See Gun Salute, Pg 65	
Also See Twenty-one Gun Salute, Pg's 137-139	
Salute the Quarterdeck.....	115
Save Face.....	115
Schooner.....	115
SCUBA.....	115
Scurvy Trick.....	116
Scuttlebutt.....	116
Known as Galley Yarn	
Also Known as Mess Deck Intelligence	
Seabees.....	116
Sea Chanteys.....	116

GLOSSARY (Con'd)

<u>S Con'd</u>	<u>PAGE</u>
Sea Dog.....	116
Sea-Going President.....	116 - 117
Sea Lawyer.....	117
Seal:	
See Admiralty Seal.....	2
Also See Navy Seal.....	96 - 97
Seasickness, Cure for.....	117
Sense and Nonsense.....	148 - 149
Seven Seas.....	117
Shackle.....	117
Shadow Box:	
See Piping Aboard/Ashore.....	102 - 104
Shakedown Cruise.....	117
Shanghai.....	117
Shellback.....	117
See Crossing the Line.....	41 - 42
Also See Polliwog.....	105
Ship.....	118
Ship Called a She.....	118
See Eyes of the Ship.....	53 - 54
Also See Figure Heads.....	55
Ship Comes In:	
See When My Ship Comes In.....	145
Ship, First to Get Off.....	119
Ship's Ball Caps.....	119
Ship's Bell:	
See Bells.....	20 - 21
Also Known as Who Shines the Ship's Bell	
Ship's Husband.....	119
Ship's Launching.....	119 - 120
See Christening Ceremony.....	34 - 35
Also See Women Sponsors.....	147
Shipmate.....	120
Shipping Over.....	120
Shipshape.....	120
Shore Patrol.....	120
Short Timer.....	120
Shove Off.....	120
Show a Leg.....	121
See Son-of-a-Gun.....	125
Shows His True Colors.....	121
Sick Bay.....	121
Sideboys.....	121
See Piping Aboard/Ashore.....	102 - 104
Silver Dollar for the First Salute.....	122 - 123
Skipper.....	123
Skivvies.....	123
Skylarking.....	123
Skull and Crossbones.....	124
Sleep Tight.....	124
Slogans, Sense and Nonsense.....	PG'S 148-149
Smoking Lamp.....	124
Snake Ranch.....	124
So Long.....	124

GLOSSARY (Con'd)

<u>S (Con'd)</u>	<u>PAGE</u>
Social Hour (Formerly Known as Happy Hour).....	124 - 125
SONAR.....	125
Son-of-a-Gun.....	125
See Show a Leg.....	121
SOS.....	125
Sounding Bells.....	125
Sounding Off.....	125
Spinning a Yarn.....	126
Splice the Main Brace.....	126
See Grog.....	63
Squared Away.....	126
ST Patrick's Day.....	126 - 127
Standby.....	127
Starboard.....	127
See Port and Starboard.....	106
Stick-in-the-Mud.....	127
Stripes and Stars on Jumper Uniform:	
See Jumper Stripes and Stars.....	70
Also See Jumper Flaps.....	70
Submarine and Submarine Songs.....	127 - 128
Suit.....	128
Sullivan Brothers (Assignment of Family Members).....	128
Swab.....	129
Swab Jockey.....	129
Swift Justice.....	129
Sword.....	129
See Marine Sword.....	82
Sword Salute.....	129

<u>T</u>	<u>PAGE</u>
Tail Wagging the Dog.....	129
See Passing the Buck.....	101 - 102
Tailhook.....	129
Tailhooker.....	129
Taken Aback.....	129
Taps (Origin of the Word)	129
Taps (Origin of Music).....	130 - 131
Taps (Played at Funerals).....	131
Taps, The Urban League.....	131 - 132
Tar, Jack Tar.....	132
Tattoo.....	132
Thanksgiving.....	132 - 133
Third Person, Use of.....	133
Thirteen Buttons on Sailor's Trousers:	
See Bell Bottom Trousers.....	16 - 17
Three Mile Limit.....	133
Three Sheets in the Wind.....	133 - 134
Threshold.....	134
Tie-Cutting Ceremony.....	134
Tie that Binds.....	134
Time.....	134
See Bells.....	20 - 21
Also See Eight Bells.....	53
To Shoot Charlie Noble.....	134
See Charlie Noble.....	31

GLOSSARY (Con'd)

T Con'd PAGE

Toast While Seated - To Her Majesty the Queen.....	135
Toasting.....	135 - 136
Toe the Line.....	136 - 137
Tolling the Bell.....	137
See Bell Ceremony.....	17 - 20
Tomich Hall.....	137
Tonnage.....	137
Took the Wind Out of his Sails.....	137
Trench Mouth:	
See Upper Crust.....	140
Trice.....	137
Turn To.....	137
Twenty-one Gun Salute.....	137 - 139
See Gun Salutes.....	65
Also See Salute.....	115

U PAGE

Uncle Sam.....	139
Uniform, Navy.....	139 - 140
Uniform Regulations.....	140
Union Jack.....	5
Unlucky Friday:	
See Friday Superstition.....	57 - 58
Upper Crust (Same as Trench Mouth).....	140

V PAGE

Valentine Day.....	140 - 141
See Wear Your Heart on a Sleeve.....	145
Very Well.....	141
Veteran, What is a Vet.....	141 - 142
Veterans Day.....	143
Viking.....	143

W PAGE

Wake.....	143
See Graveyard Shift.....	62 - 63
Wallop.....	143
Wars.....	143 - 144
Wardroom.....	144
Warrior's Heart.....	144
Watch, Stand the Watch	
See Dogwatch.....	50 - 51
Also See Piping Aboard/Ashore.....	102 - 104
Water Cooled Hand Rails.....	144
WAVES.....	144
Wear Your Heart on a Sleeve.....	145
See Valentine Day, Pg's 140-141	
Weigh.....	145
Wet Your Whistle.....	145
Wetting Down.....	145
When My Ship Comes In.....	145
White Hat.....	145
See Bell Bottom Trousers.....	16 - 17

GLOSSARY (Con'd)

W Con'd PAGE

Who Shines the Ship's Bell:	
See Ship's Bell.....	20 - 21
Why is a Ship Called a She:	
See Ship Called a She.....	118
Also See Eyes of the Ship.....	53 - 54
Also See Figure Head.....	55
Wife:	
See Military Wife.....	87 - 88
Wind out of his Sail:	
See Took the Wind out of his Sail.....	137
Women, Cover/Hat - HAVELOCK.....	146
Women-Enlisted Uniform/Buttons.....	146
Women of Fiddlers Green.....	146
Women at Sea.....	146
Women Sponsors.....	146
See Christening Ceremony.....	34 - 35
Also See Ship's Launching.....	137
Women, Uniforms/Buttons.....	146 - 147
Women in the USN During WWI.....	147
Write in Water.....	147

X PAGE

N/A

Y PAGE

Yankee.....	147
-------------	-----

Z PAGE

Z-Grams.....	147
--------------	-----

ORIGINS, TRADITIONS and FACTS

Naval Terms and Expressions stem from Greek, Latin, Scandinavian, Spanish, French, and Dutch words. Although many Anglo-Saxon and old English words are used at sea today, many other terms were given English shape and sound after being borrowed from foreign sources.

"It's very odd that sailor-men should talk so very queer."

Ingoldsby Legends

Tradition, from the Latin "tradere", to hand down, is defined in The Century Dictionary as "The handing down of opinions, practices, rites, customs, from one generation to another by oral communications, without written memorials."

"May we not who are of their brotherhood claim that in a small way at least, we are partakers of their glory? Certainly it is our duty to keep these traditions alive and in our memory, and to pass them on, untarnished, to those who come after us."

Rear Admiral Allbert Gleaves

"...stand fast, and hold the traditions which ye have been taught, whether by word, or our epistle..." II Thessalonians, 2:15

=====

...A.....

About Face:

This military term is a 180-degree turn. A move that positions one in the opposite direction of their present stance. Today, we stand 360 degrees away from the horrible, unforgettable journey that shocked the nation. This country, one nation under God, on Sept 11, experienced great pain and losses.

"In the dawn of this new beginning, we stand and claim that the Star Spangle Banner still waves for the land of the free and the home of the brave. God bless America, land of the free, stand beside her and guide her with your light from above. To America and the Nation, **"About Face."**

Above Board:

This term means to have nothing concealed, nothing below deck; to be frank, honest, and open minded; slang term for honesty, which originated in the days when pirates would hide most of their crews behind the bulwarks in order to lure some unsuspecting victim into thinking they were honest merchants.

It followed that anyone who displayed all his crew openly on deck was obviously an honest seaman.

Absentee: Person missing at a muster; slang for absence indicator.

Ace: Pilot who has shot down five or more enemy aircraft.

Acey-Deucy: Nautical or sea-going version of backgammon.

Admiral:

Admiral comes from amir-al-bahr, an Arabic expression meaning "Commander of the Seas."

The Navy's senior ranking officers get their title from the name given the senior ranking officer in the Moorish army of many years ago. A Moorish chief was an "emir", and the chief of all chiefs was an "emir-al." Our English word is derived directly from the Moorish.

The first officer in the Navy to be appointed to the rank of rear admiral was David Glasgow Farragut who assumed that rank on 16 July 1862. Only one officer held the rank of Admiral of the Navy, and that was George Dewey, the hero of the Battle of Manila Bay, who had the rank conferred on him on 2 March 1899.

The first 5-star fleet admirals were Earnest J. King, Wm. D. Leahy, and Chester W. Nimitz whose appointments were ratified on 15 December 44. John Paul Jones once served in the rank of admiral, but only in the Russian Navy. The first female Admiral who ever served on a ship was Grace Hooper.

Admiralty Seal: See Navy Seal, Pg's 96-97

Board of Admiralty Seal: The first Navy Seal, adopted by the Continental Congress on 4 May 1780, is based on information found in the Rough Journals of the Continental Congress. The Navy Dept Seal remained essentially the same for some 100-years. Some minor variations were introduced at different periods in its history. The land mass in the foreground came and went; the appearance and posture of the eagle was altered; the angle and style of the anchor were varied; and the number of positions of the ship's flags were changed.

Executive Order 10736 of 23 Oct 1957 promulgated the first official seal of the Department of the Navy since the initial seal was authorized with the establishment of the Dept in 1798.

Ahoy: A distinctly nautical hail. Once the dreaded war cry of the Vikings. An old traditional greeting for hailing other vessels, but it was originally a Viking Battle Cry.

Aide: Officer assigned as administrative or personal assistant to a flag officer or senior civilian official. The aide wore aiguilletes.

Aiguilletes:

The badge of office of a personal aide to a high ranking officer. The president's aides wear them on the right shoulder; aides to all other senior officers and dignitaries wear them on the left shoulder. Dress aiguilletes are very ornate.

They are braided loops terminating in two devices resembling pencils. Service aiguilletes are simply loops pinned over the shoulder, but distinguish the rank of the officer aided: four loops are for officers of four-star rank and above; otherwise, a number of loops used are equal to the number of stars. Presidential aides wear solid gold ones; Navy aides wear blue and gold braid; and Marine and Army aides wear red and gold. One theory of the origin of aiguilletes is the aide-de-camp of a superior officer carried the rope and pegs for teetering his superior's horse and generally carried them around his shoulder for convenience. Thus, the rope and pegs became a distinguishing mark.

A variant theory is that the pegs were indeed pencils with which to write the leader's orders. Slang for loafer's loops is chicken guts.

Air Boss: Slang for the air officer aboard a carrier who directs aircraft launching and recovery. His assistant is known as the "mini-boss".

Aircraft Carrier: See CONSTELLATION, USS, Pg 40

First and only sunk in Atlantic - BLOCK ISLAND (CVE 21) date: 29 May 1944. Sunken Carriers - CC 3/CV 3 SARATOGA - used as troopship post war. Final wartime displacement well over 52,000 tons. Unfit for further service due to age and wear, sunk 25 Jul 1946 at Bikini Atoll in Operation Crossroads atom bomb tests.

Stricken 15 Aug 1946: CV5 YORKTOWN - heavy damage at Coral Sea 8 May 1942, temporary repairs at Pearl Harbor. Severely damaged at Midway by bombs and torpedoes 4 June 1942. Towing efforts failed; sunk 7 June 1942 by Japanese submarine.

WASP: light aircraft carrier; small; carrier based on scaled-down YORKTOWN, not a satisfactory design. Had even less underwater protection than the YORKTOWN class. Roughly equivalent to a WWII CVE or CVL, but was employed as a fleet unit due to carrier shortage. Sunk before extensive wartime modifications could take place.

On 5 Aug 1864, ADM Farragut was in command of the USS MONONGAHELA, another ship was tied along side during an attack. What was the name of the ship and the C.O.? The GUNBOAT KENNEBEC, commanded by LT John Russel.

Airedale: The jocular term for aviation personnel; also known as "flyboy," which is slang for a naval aviator.

Aldis Lamp: A rare portable signal light used in ships aircraft.

All Hands: Navy glossary means the entire ship's company.

American Flag/"Old Glory!"/ Union Jack/Don't Tread on Me:
(See Jack, Pg's 69-70)

The first official flag of the United States was adopted by an act of Congress on June 14, 1777. A group headed by George Washington commissioned seamstress Betsy Ross to execute their design for presentation to Congress. It consisted of seven red stripes and six white stripes. The blue background had a circular pattern of 13 stars.

Just before the War of 1812, two new states were added to the Union. A flag consisting of 15-stars and 15-stripes was created. This is the flag that flew over FT McHenry during a British Naval bombardment that inspired Francis Scott Key to compose what later became the National Anthem. (See National Anthem, Pg 91)

It soon became apparent that stripes could not be added as new states came into the Union. On April 14, 1818, Congress established the number of stripes at seven red and six white and provided for the addition of a star for each state. The 50-star flag has been in use since 1960.

Origin of "Old Glory": This famous name was coined by CAPT Stephen Driver, a shipmaster of Salem, MA, in 1831. As he was leaving on one of his many voyages aboard the brig CHARLES DOGGETT -- and this one would climax with the rescue of the mutineers of the BOUNTY -- some friends presented him with a flag of 24-stars. This flag is one of the most complicated in the world, needing 64-pieces of fabric to make.

As the banner opened to the ocean breeze for the first time, he exclaimed, "Old Glory!" He retired to Nashville in 1837, taking his treasured flag from his sea days with him. By the time the Civil War erupted, most everyone in and around Nashville recognized CAPT Driver's "Old Glory." When Tennessee seceded from the Union, Rebels were determined to destroy his flag, but repeated searches found no trace of the hated banner.

On Feb 25, 1862, Union forces captured Nashville and raised the American flag over the capital. It was a rather small ensign and immediately folks began asking CAPT Driver if "Old Glory" still existed.

Happy to have soldiers with him this time, CAPT Driver went home and began ripping at the seams of his bed cover. As the stitches holding the quilt-top to the batting unraveled, the onlookers peered inside and saw the 24-starred original "Old Glory!"

CAPT Driver gently gathered up the flag and returned with the soldiers to the capitol. Though sixty years old, the Captain climbed up to the tower to replace the smaller banner with his beloved flag.

The Sixth Ohio Regiment cheered and saluted -- and later adopted the nickname "Old Glory" as their own, telling and re-telling the story of CAPT Driver's devotion to the flag we honor yet today.

CAPT Driver's grave is located in the old Nashville City Cemetery, and is one of three places authorized by an Act of Congress where the Flag of the United States may be flown 24-hours a day.

"OLD GLORY!"

I am the flag of the United States of America.

My name is Old Glory.

I fly atop the world's tallest buildings.

I stand watch in America's halls of justice.

I fly majestically over institutions of learning.

I stand guard with power in the world.

Look up and see me.

I stand for peace, honor, truth and justice.

I stand for freedom - I am confident.

I am arrogant - I am proud.

When I am flown with my fellow banners,

My head is a little higher, my colors, a little truer.

I bow to no one. I am recognized all over the world.

I am worshipped - I am saluted.

I am loved - I am revered.

I am respected - and I am feared.

I was flown at Valley Forge, Gettysburg,

Shiloh and Appomattox.

I was there at San Juan Hill,

The trenches of France, the Argonne Forest, Anzio, Rome and

The beaches of Normandy, Guam.

Okinawa, Korea and KheSan, Saigon, Viet Nam know me,

I was there. I led my troops.

I was dirty, battle-worn and tired,
 But my soldiers cheered me. I was proud.
 I have been burned, torn, and trampled
 On the streets of countries I have helped set free.
 It does not hurt, for I am invincible.
 I have been soiled upon, burned, torn and trampled
 On the streets of my country.
 And when it's by those whom I've served in battle, it hurts.
 But I shall overcome, for I am strong.
 I have slipped the bonds of earth
 And stood watch over the unchartered frontiers of space
 From my vantage point on the moon.
 I have borne silent witness to all of America's finest hours.
 But my finest hours are yet to come.
 When I am torn into stripes and used as bandages
 For my wounded comrades on the battlefield,
 When I am flown at half-mast to honor my soldier,
 Or when I lie in the trembling arms of a grieving parent at the grave
 of their fallen son or daughter,
 I am proud. My name is "Old Glory."

Union Jack: A Union Jack is an abbreviation of a nation's ensign or flag. The display of the jack off the bow of a ship is an age-old tradition acting as communication signals for ships at sea. Before the 18th century, ships required many sails to move the heavy ships through the water.

These sails frequently obscured the view of the ensign or commissioning pennant, so a small flag was flown from the bow of the ship. Today, the Union Jack flies from the bows of naval ships from 8 a.m. until sunset, while moored, anchored, or pier side.

Don't Tread on me Flag: As the first ships of the Continental Navy readied in the Delaware River during the fall of 1775, Commodore Esek Hopkins issued a set of fleet signals. His signals for the fleet to engage the enemy provided for the Strip'd Jack and Ensign at their proper places.

Thus, the First Navy Jack was a flag consisting of 13-horizontal alternating red and white stripes, bearing diagonally across them, a rattlesnake in a moving position, the motto, "Don't Tread On Me".

In 1977, SecNav directed that the ship in active status with the longest total period of active service shall display the First Navy Jack until decommissioned or transferred to inactive service, at which time the flag shall be passed to the next ship in line with appropriate honors.

The display of the Jack by the oldest ship in the fleet is an appropriate form of recognition and promotes pride of service, enhances morale, and contributes to the tradition of Naval service.

USS INDEPENDENCE (CV-62) was the first aircraft carrier to hold this honor. USS KITTY HAWK (CV-63) received and currently holds this honor; however, see CNO MSG (below) for changes made in this custom:

THE FOLLOWING IS CNO MSG 301329Z AUG 02

SUBJ: DISPLAY OF THE FIRST NAVY JACK ON BOARD ALL US NAVY SHIPS

1. The first Navy Jack will be flown on board all US Navy ships in lieu of the Union Jack during the global war on terrorism. To honor those who died during the attack of 11 Sep 01, all afloat commands will commence flying the first Navy Jack at morning colors on 11 Sep 02.

2. This paragraph describes the flag as shown above; it further reads: "...the temporary substitution of this Jack represents a historic reminder of the nation's and navy's origin and will to persevere and triumph." End of this portion of MSG..

Prior to the September 11, 2001, terrorist attacks, the USS KITTY HAWK possessed the honor. It will now be flown on board all U.S. Navy ships in lieu of the Union Jack during the global war on terrorism. The flying of the First Navy Jack has deeper meaning to the Sailors engaged in the War on Terrorism.

Not only does it signify bringing the war against the aggressors, it indicates the fighting spirit and determination of the U.S. military. The flag will be flown until the War on Terrorism is won and represents a historic reminder of the nation's and the Navy's traditions, heritage, and will to persevere and be triumphant.

There are three such flags. One is called the "Semper Fi Mac", which has a white background, black letters that read LIBERTY OR DEATH. DON'T TREAD ON ME.

Another is the "Gadsden" with a bright yellow background, black and white snake on green grass, black letters that read DON'T TREAD ON ME.

The "First Navy Jack" has red and white stripes. The serpent is stretched out from the upper left corner to the lower one, and DON'T TREAD ON ME is written across the red and white stripes.

American Flag for Military Funeral, Including Burial at Sea:

**"Weeping endureth for a night,
But joy comes in the morning."**

Flags are provided for burial services of service members and veterans. The flag for one who dies on active duty is provided by one's branch of service. Flags for other veterans are provided by the Department of Veterans Affairs.

The flag is presented to the next of kin at the end of the funeral, usually by the military chaplain. If there is no next of kin present, the flag may be presented to the veteran's close friend or associate, if requested.

The flags that draped the caskets of the Unknown Soldiers are on display in the Memorial Display Room of the Memorial Amphitheater.

Tradition: Once a U.S. flag is lifted from the casket, it is then tilted down in front of the casket to block everyone's view. The flag is then held up for everyone to see and Taps is then played softly in the distance. This is referred to as, "Presenting the Colors."

Tradition holds that at this time, the fighting spirit of the veteran enters the Flag to find rest in God's eternal grace. Once the Flag has been folded, both the Flag and the veteran are formally "Retired" forever. From that point on, no one but God Himself is allowed to unfold or "Recall" the flag until Christ returns. This is why veterans always salute folded U.S. Flags.

Much of the ceremony at military and naval funerals is traditional. The reversal of rank at funerals is an acknowledgement that at death, all men are equal. Seniors take their proper precedence in the procession after burial. (For an unknown reason, this was not done at ADM Deweys funeral).

This form of the "the last shall be first and the first shall be last" is carried out in the recessional and processional of churches. A Roman custom reversed all rank and position when celebrating the feast of Saturn. The superstitions and significance of military funeral customs were set forth by one Stephen Graham, a private in the British Guards. This soldier wrote before the American Revolution:

"When a soldier dies, the Union Jack is laid upon his body in token that he died in the Service of the State, and that the State takes the responsibility of what is ordered him to do as a soldier. (See American Flag-Why it is folded 13-times), Pg's 8-9

"The reversed arms are an acknowledgment of the shame of killing. Death puts the rifle to shame, and the reversal of the barrel is a fitting sign of reference.

"The three volleys fired into the air are fired at imaginary devils which might get into men's hearts at such a moment as the burial of a comrade-in-arms. An old superstition has it that the doors of men's hearts stand ajar at such times and devils might easily get in. (See Firing Three Volleys at Funeral), Pg 55

"The last post is the 'Nunc Dimittis' of the dead soldier. It is the last bugle call - but it gives promise of reveille - of the greatest reveille which ultimately the Archangel Gabriel will blow." (The meaning of 'Nunc Dimittis', can be found in the words of Luke 2:29-32, as follows:

"Lord, now lettest thou thy servant depart in peace, according to thy word...For mine eyes have seen thy salvation...which thou has prepared before the face of all people...a light to light to lighten the Gentiles, and the glory of thy people Israel).

Burial at Sea: "Death is at all times solemn, but never so much as at sea." Charles A. Dana

"I must go down to the sea again, for the call of the running tide is a wild call and a clear call that may not be denied.

"And all I ask is a windy day with the white clouds flying, and the flung spray and the blown spume, and the sea-gull crying."
John Masesfield

The most awesome ceremony of the sea is that which consigns mortal remains to the deep. It antedates all other ceremonies. Pagan burial rites were conducted at sea in the days of Greece and Rome; gods were then propitiated; coins were placed then in the mouths of the deceased for payment of fare to Charon for transportation over River Styx.

(See Coin for Charon), Pg 37

According to a very old custom in preparing a body for burial at sea, the sail maker, when sewing the canvas shroud, takes the last stitch through the nose of the deceased. Research has disclosed several instances of this custom. It was a time-honored custom in the British Navy that a guinea be paid for each corpse sewn in a canvas shroud. This duty was performed by the sail maker or by one of the mates.

In one instance, twenty-three guineas from government funds for each corpse sewn in a canvas shroud were paid to the rating who sewed up twenty-three bodies on a British man-of-war after the Battle of Jutland.

American Flag - Why is it Folded 13-Times:

The First fold represents a symbol of life.

The Second is a symbol of our belief in eternal life.

The Third is made in honor and remembrance of the veterans departing our ranks who gave a portion of their lives for the defense of our country to attain peace throughout the world.

The Fourth fold represents our weaker nature, for as American citizens trusting in God, it is to HIM we turn for His guidance in times of peace as well as in time of war.

The Fifth is a tribute to our country. In the words of Stephen Decatur, "Our country, in dealing with other countries - may she always be right; but it is still our country, right or wrong."

The Sixth is for where our hearts lie. It is with our heart that we "...Pledge Allegiance to the flag of the United States of America, and to the Republic for which it stands, one Nation under God, Indivisible with Liberty and Justice for all."

The Seventh is a tribute to our Armed Forces, for it is through the Armed Forces that we protect our country and our flag against all her enemies, whether they be found within or without the boundaries of our republic.

The Eighth is a tribute to the one who entered into the Valley of the Shadow of Death, that we might see the light of day, and to honor mother, for whom it flies on Mother's Day.

The Ninth fold is a tribute to womanhood; for it has been through their faith, their love, loyalty, and devotion that the character of the men and women who have made this country great has been molded.

The Tenth is a tribute to the father, for he, too, has given his sons and daughters for the defense of our country since they were first born.

The Eleventh, in the eyes of a Hebrew citizen, represents the lower portion of the seal of King David and King Solomon, and glorifies in their eyes, the God of Abraham, Isaac, and Jacob.

The Twelfth, in the eyes of a Christian citizen, represents an emblem of eternity and glorifies, in their eyes, God the Father, the Son, and Holy Spirit.

The Thirteenth: When the flag is completely folded, the stars are uppermost, reminding us of our nation's motto, "**In God We Trust**".

After the flag is completely folded and tucked in, it takes on the appearance of a cocked hat, ever reminding us of the Soldiers who served under General George Washington, and the Sailors and Marines who served under Captain John Paul Jones, who were followed by their comrades and shipmates in the Armed Forces of the United States, preserving for us, the rights, privileges, and freedoms we enjoy today.

According to military tradition, once a US flag is lifted from the casket, it is then tilted down in front of the casket to block everyone's view.

The flag is then held up for everyone to see, and Taps is then played softly in the distance. This is referred to as "Presenting the Colors."

Tradition holds that at this time, the fighting spirit of the veteran enters the flag to find rest in God's eternal grace. Once the flag has been folded, both the flag and the veteran are formally "Retired Forever." From that point on, no one but God Himself is allowed to unfold or "Recall" the flag until Christ returns. Now you know why vets always salute folded US flags. The next time you see a flag ceremony honoring someone who has served our country, either in the Armed Forces or in our civilian services, such as the Police Force or Fire Department, keep in mind all the important reasons behind each and every movement. They have paid the ultimate sacrifice for all of us by honoring our flag and our country.

Anchors:

"Anchor" comes from the Latin anchora. Stone anchors were used by the Chinese as long ago as 2000 BC. Anchors range in weight from little ones a man can lift to the 30-ton monsters aboard the carrier FORRESTAL, with each weighing 60,000. The 1,800 foot anchor chains weigh 246-tons, the longest and strongest ever forged.

It's customary to note in the ship's log when an anchor is dropped and when it's raised again, but this is not always done, as was the case with the British. The British warship CENTURION anchored off Juan Fernandez Island one day in 1742, during the round-the-world cruise made by Commodore Anson between Sep 1740 and Jun 1744. The CENTURION never noted that the anchor was not hauled in -- the cable parted and she left it on the bottom.

The CENTURION had been scrapped and forgotten long before the anchor was seen again. One day in 1882, 140 years later when the USS LACKAWANNA stopped at Juan Fernandez, anchored, weighed anchor, and brought up the one the CENTURION had lost long before. The anchor is now in the Mare Island Navy Yard, at Vallejo, California.

Another origin: Anchor is derived from a Greek word for hook or crook. Sailors today "drop the hook" or refer to the anchor as "the old mud hook." The original Greek meaning has been lost, and the word today has only one connotation -- a means of holding a ship when she is not under way.

Ships carrying anchors, rudders, and oars were known as early as 2000 BC. Bags of sand or stone were used as anchors by the early navigators. In time, stone anchors were used by the Greeks and Romans.

Large lead trunks exhibited as ancient Greek anchors may be found in the archeological collections of the Museum Boreli at Marseilles; the British museum in London; the Old Museum in Berlin; and in many smaller museums of Southern Europe.

The Romans used the anchor as a symbol for wealth and commerce, while the Greeks gave to the anchor a significance of hope and steadiness, a meaning that persists in religion and heraldry today. For the early Christians, the anchor symbolized steadfastness, hope, and salvation.

Anchors Aweigh: History of the Navy March Song

Weigh in this sense came from the archaic word meaning to heave, hoist, or raise. Aweigh means action has been completed. The anchor is aweigh when it is pulled from the bottom. This event is daily noted in the ship's log. The following is the story of Anchors Aweigh as told by Lion G. Miles, the Grandson of Captain Alfred H. Miles who wrote the original lyrics of Anchors Aweigh while a Midshipman at the Navy Academy.

"This song is known throughout the world as one of our most stirring marches. Recently incorporated into new Chief Petty Officers' training, it stands as a fitting symbol of the pride each Sailor should have in the Navy he serves.

"The song itself has a proud history, going back to its beginnings as a football song at the US Naval Academy. At that time, my grandfather, Alfred H. Miles, was a midshipman in the Class of 1907 and a member of the Academy's choir.

"It has been a tradition for the bandmaster, LT Charles A. Zimmermann, to write a march for each class of middies during their final year at Annapolis.

"As my grandfather recalled later, he told Zimmermann one day at choir practice that none of the previous class marches had ever "stuck" because they lacked "the proper rhythm."

"He volunteered to assist the bandmaster by writing lyrics that could be used as a marching song at the next Army-Navy football game.

"Two weeks later, LT Zimmermann came to choir practice with the rough draft of a new song. He tried it out on the choir, and it became an immediate favorite.

"That night before Taps, Midshipman Miles jotted down his new lyrics and gave them the title we know today. It caught on and was sung for the first time in public at the Army-Navy game of 1906 in Philadelphia before a crowd of 30,000.

"Army had defeated Annapolis the previous five years, but Navy turned the tide in the 1906 game by rolling over the cadets, 10-0. It was hailed as a great victory, and my grandfather liked to think it was his new song that "broke the jinx."

"Whatever the truth, the football game is long forgotten but Anchor Aweigh remains as the Navy's most inspiring anthem.

"Alfred Miles went on to become a pioneer in early submarines, serving with then ENS Chester A. Nimitz on the Navy's first operational submarine, USS PLUNGER.

"In WWII, he was decorated for his analysis of the U-boat threat and for helping to develop the new convoy system that defeated the German Navy.

"Band master Zimmermann became ill and suddenly died on Sunday morning, Jan 16, 1916, of a brain hemorrhage, at age 54, leaving his grandfather as the surviving author of the Navy's song.

"When radio and sound movies arrived in the 1920's, Anchor Aweigh became increasingly popular and was used in a number of films with Naval themes. At one point, Miles took the movie companies to court to assure that his lyrics were not cheapened by commercialism and would not be disrespectful of the Navy.

"During WWII, he returned to active duty from retirement and established the Section Base at Little Creek, VA, where he commanded 30 Inshore Patrol vessels.

"In 1942, he composed a 'Victory Verse' which, in its modified form, is the lyric now used in CPO Initiations - 'Stand Navy out to sea/Fight our battle cry.' It was later recorded by band leader, Fred Waring.

"Capt Miles retired a second time in 1944 after 36 years of active duty, but being the 'salt' he was, joined the US Maritime Service and skippered Sinclair Company oil tankers around the world for another four years.

"His first love was always the Navy and until his death in 1956, he remained proud of the contribution he had made to the creation of our best-known march, Anchors Aweigh. It long ago outgrew its football image and is now recognized as the "official Navy song." Miles would be prouder still to know that all new CPOs sing his words at their initiation."

"Later, his body was moved to the Naval Academy cemetery where a granite monument, a gift from the class of 1916 and 1917, was erected: the inscription on his tomb stone read, BY HIS MIDSHIPMEN FRIENDS.

Following is a Quotation from Master Chief Petty Officer, MCPON, John T. Hagan, Ret:

"Learning the words and music has become an integral part of our annual CPO Rites of Passage. In recognition of this, I have worked with Navy Bands to refine the lyrics of the most appropriate verses for all sailors. I also sought the advice of other Master Chiefs.

"With recognition of all the accepted standard practice uses and renditions, CONSIDER THE APPLICATION: In a ceremony, Anchors Aweigh should clearly be an integral part, noted in programs and bulletins as such, and should always be accorded the utmost respect when performed, per the guidelines adopted by CNO/SecNav (1997).

"Always remember how much a part of tradition of our great Navy our service song is. Always STAND and when appropriate, sing it with pride."

"Around 1997, protocol for performance and use of Anchors Aweigh was proposed for inclusion in Chapter 12, "Honors and Ceremonies," US Navy Regs, but it was not accepted by then CNO, ADM J. L. Johnson and SecNav because it would have become law. If someone sung the song NOT according to Navy Regs, it could possibly present a disciplinary problem for that person.

"The recommendations proposed for formal protocol standards were accepted, however, by navy leadership and adopted as Navy tradition. These proposals are as follows:

I. Anchors Aweigh - The Official Song of the U.S. Navy

(1) Anchors Aweigh is the official service song of the USN. As such, certain standards of protocol govern its performance to ensure proper courtesies and respect are rendered, appropriate to the occasion.

However, these articles are not intended to restrict its performance but to provide guidelines regarding the many and varying uses of Anchors Aweigh as an official song of the USN.

Anchors Aweigh can be appropriately used for many different purpose and in varying settings to include, but not limited to, the following:

As an official part of Honors & Ceremonies, as a spirited Naval Academy fight-song, and for any occasion that brings credit to the Navy, promotes esprit de corps, and honors the services and sacrifices of Sailors past and present.

II. Procedures During Playing Anchors Aweigh as Part of Official Ceremonies and Events:

(1) Whenever Anchors Aweigh is played as part of an official ceremony or event, or during a band concert where its performance is in honor of the military, all Naval service personnel not in formation will immediately come to attention, face the source of the music, and stand-fast until the song has ended.

Persons in formation will be brought to attention and the formation commander will face in the direction of the music. Naval Service personnel will comply with these guidelines when in uniform or civilian attire.

(2) When performed during ceremonies, Anchors Aweigh will be played toward the end of the proceedings prior to the master of ceremonies announcing, "This concludes the ceremony..." **Anchors Aweigh will not be used as a "signal" for members to fall-out and depart the area or used as background music any time after the event has concluded.**

Following the announcement indicating the ceremony or event is concluded, Navy Bands will immediately strike-up White Hat March, On the Quarterdeck, American Sailor March, or other similar marches written in honor of Sailors and the sea.

III. Procedures During Non-Ceremonial Performances of Anchors Aweigh:

(1) The performance of Anchors Aweigh in non-ceremonial settings as a morale booster and a means to promote esprit de corps is very effective and can be used appropriately in a variety of settings to include, but not limited to, the following:

By a Navy Band marching in a parade; as a cue for the crew to man-the-rail; as a rallying-cry at Navy sporting events; to celebrate the announcements of moored and underway; and at any time its performance serves to generate pride and enthusiasm in the U.S.N.

(2) Whenever Anchors Aweigh is played during non-ceremonial events (i.e., athletic competitions), all current and former Sailors will stand and join in the singing of our service song.

ANCHORS AWEIGH IS OUR SONG -- SYMBOLIC OF ALL THAT IS GOOD AND GREAT ABOUT OUR NAVY. IT IS THE PROPER FOCAL POINT FOR OUR SERVICE PRIDE AND A RICH PART OF OUR HERITAGE.

Another origin: Music was written in 1906 by bandmaster, LT Zimmermann, who was approached by Midshipman 1st/ Class Alfred Hart Miles with a request for a new march.

As a member of the Class of 1907, Miles and his classmates, "...were eager to have a piece of music that would be inspiring -- one with a swing to it so it could be used as a football marching song, and one that would live forever."

Back during the late nineties, John Hagan, Master Chief Petty Officer of the Navy, proposed that the following verses comprise Anchors Aweigh. Part of his quest was to promote new respect for the Navy's official song.

In order to gain broader acceptance of the song, he changed an obscure reference in the last stanza that mentioned a river that runs near the Naval Academy. Other wise, the lyrics have remained more-or-less unchanged since WWII.

Revised by George D. Lottman:

Stand Navy out to sea, fight our battle cry;
We'll never change our course, so vicious foe steer shy-y-y.
Roll out the TNT, Anchors Aweigh. Sail on to victory
And sink their bones to Davy Jones, hooray!

Anchors Aweigh, my boys, Anchors Aweigh.
Farewell to foreign shores, we sail at break of day-ay-ay-ay.
Through our last night on shore, drink to the foam.
Until we meet once more, here's wishing you a happy voyage home.

Blue of the mighty deep; gold of God's great sun.
Let these our colors be 'til all of time be done, done, done.
On seven seas we learn Navy's stern call:
Faith, courage, service true, with honor, over honor, over all.

Original lyrics attributed to Lt Charles A. Zimmermann, USN and Midshipman
First Class Alfred Hart Miles:

Stand Navy Out to Sea; Fight our Battle Cry;; Army heave to,
Furl Black and Grey and Gold and hoist the Navy, hoist the Navy Blue.
Stand Navy down the field, sails set to the sky.
We'll never change our course, so Army you steer shy-y-y-y.
Roll up the score, Navy, Anchors Aweigh
Sail Navy down the field and sink the Army, sink the Army Grey.

Get underway, Navy, Decks cleared for the fray,
We'll hoist true Navy Blue, so Army down your Grey-y-y-y.
Full speed ahead, Navy
Blue of the Seven Seas; Gold of God's great sun
Let these our colors be Till all of time be done-n-n-ne,
By seven shore we learn Navy's stern call;
Faith, courage, service true with honor over, honor over all.

April Fool's Day:

Sometimes called All Fool's Day, its history is not totally clear. There really wasn't a first April Fool's Day that can be pinpointed on the calendar. Some believe it sort of evolved simultaneously in several cultures at the same time.

The closest point in time that can be identified as the beginning of this tradition was in 1582, in France. Ancient cultures, including those as varied as the Romans and the Hindus, celebrated New Year's Day on April 1, closely following the vernal equinox (Mar 20 or 21).

In 1582, Pope Gregory XIII ordered a new calendar (the Gregorian Calendar) to replace the old Julian Calendar. The new calendar called for New Year's Day to be celebrated Jan 1. In France, however, many people either refused to accept the new date or did not learn about it and continued to celebrate New Year's Day on April 1.

These backward folk were labeled as "Fools" by the general populace and were subject to some ridicule. They were often sent on "fool's errands" or were made the butt of other practical jokes.

This harassment evolved, over time, into a tradition of prank-playing on the first day of April. The tradition eventually spread to England and Scotland and was later introduced to the American colonies of both the English and French.

April Fools Day thus developed into an international fun fest, so to speak, with different nationalities specializing in their own brand of humor at the expense of their friends and families. In Scotland, for example, April Fool's Day is actually celebrated for two days. The second day is devoted to pranks involving the posterior region of the body. It is called "Taily Day." The origin of the "Kick Me" sign can be traced to this observance.

Another Origin: Although this day is one of the most light-hearted days of the year, it stems from a serious subject -- the adoption of a new calendar. Other people began to make fun of these traditionalists, sending them on "fool's errands" or trying to trick them into believing something else.

Armed Forces Acronyms (Witty):

USMC.....Uncle Sam's Misguided Children

NAVY.....Never Again Volunteer Yourself

MARINE.....Muscles Are Required; Intelligence Not
Essential

US ARMY.....Uncle Sam Ain't Relaxed Me Yet.

COAST GUARD...Person must be 6' tall 'cause if ship sinks,
he/she can walk back to shore.

Armed Forces Day: (Not to be confused with Navy Day, Pg 94)

Observed annually on a day declared as such by the president. All services hold open house at all posts, ships, and station. Established in 1949 as a substitute for individual service days. The SEVENTH fold in the American Flag is a tribute to our Armed Forces, for it is through the Armed Forces that we protect our country and our flag against all her enemies, whether they be found within or without the boundaries of our republic.

Arrive:

"Arrive" was originally a nautical expression derived from the Latin word, "Arripere", meaning "To come to shore."

Auld Lang Syne: See New Years Eve, Pg's 98-99

In spite of the popularity of this song, we have aptly described it as 'the song that nobody knows'. I wonder how many of us know the meaning of the words in the title: Auld (old) -- Lang (long) -- Syne (since) which interpret to mean "days" or "time gone by."

On 17 Dec 1788, Robert Burns wrote an excerpt from a letter to Mrs. Dunlop: "You know I am an enthusiast in old Scotch songs. There is an old song and tune which has often thrilled through my soul. I shall give you the verses." Listed here are only the English versions since the rest are in Scottish brogue.

Should auld acquaintance be forgot
And never thought upon
The flames of love extinguished,
And freely past and gone?
Is thy kind heart now grown so cold
In that loving breast of thine,
That thou can'st never once reflect
On old-long-syne?

On old long syne,
On old long syne, my jo
On old long syne
That thou can'st never once reflect
On old long syne.

Should auld acquaintance be forgot,
Tho' they return with scars?
These are the noble hero's lot,
Obtain'd in glorious wars.

Welcome, my love, to my breast
Thy arms about me twine
And make me once again as blest,
As I was lang syne.

Should auld acquaintance be forgot,
Or friendship e'er grow cold?
Should we nae tighter draw the knot
Aye, as we're growing auld?

The words as we know them today:

Should auld acquaintance be forgot
And never brought to mind?
Should auld acquaintance be forgot
And Auld Lang Syne.

For Auld Lang Syne, my jo,
For Auld Lang Syne.
We'll take a cup of kindness yet
For Auld Lang Syne.

"Jo" is an endearing term, such as darling, beloved, sweetheart, etc.

Aviation Green Uniform: See Green Uniform, Pg 63; Khaki, Pg 71

AWOL: Acronym for "Absence With Out Leave"

Aye, Aye:

"Aye" is old English for "yes", taken from the Latin verb, "aio", meaning to affirm. The expression is probably a corruption of the words, "yea, yea" which in Cockney accents became "yi, yi," and from that, "aye, aye." Today it is the proper reply by a junior to the order of a senior, meaning he understands and will carry it out.

...**B**.....

Baby - Don't Throw the Baby Out with the Bath Water:

In the 16th century, baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women, and finally the children, and babies last. By then, the water was so dirty you could actually lose someone in it - thus the saying, "Don't throw the baby out with the bath water."

Bacon, Bring Home: See Chewing the Fat, Pg's 31-32; Bully Boy, Pg 27

Ball Caps: See Ships' Ball Caps, See Pg 119

Bamboozle:

When you intentionally deceived someone as a joke, you are said to have bamboozled him or her. But when used in the days of sail, the intent was not hilarity. It meant to deceive a passing vessel as to your ship's origin or nationality by flying an ensign other than your own -- a common practice of pirates.

Batten Down: Navy glossary meaning to close or make watertight, usually referring to hatches.

Battleship MAINE:

The first battleship and forerunner of the dreadnought was the USS MAINE. The keel was laid Oct 17, 1888, and the vessel was launched in 1890. The MAINE was destroyed by a mysterious explosion in the harbor of Havana, Cuba, Feb 15, 1898. This hastened the declaration of war with Spain. Of a crew of 354, only 16 escaped injury or death. The MAINE had 12-inch side armor and two 10-inch guns in each of the two turrets.

Beachcomber:

This term originated in the South Pacific Islands and is used for a ne'er-do-well or a loafer along the waterfront. It described the outcasts who had lost all ambition and preferred to comb the beaches for a scant subsistence, rather than earn a decent living by good honest work.

Bear a Hand or Lend a Hand: Means speed up work or lend a hand.

Beds - Canopy Bed - See Raining Cats and Dogs, Pg 109

There was nothing to stop things from falling in the house. This posed a real problem in the bedroom where bugs and other droppings could really mess up your clean bed. So a bed with big posts and a sheet hung over the top afforded some protection.

Before the Mast:

Literally, the position of the crew whose living quarters on board were in the forecastle (the section of a ship forward of the foremast). The term is also used more generally to describe seamen as compared with officers, in phrases such as "He sailed before the mast."

Bell Bottom-Trousers: See White Hat, Pg 145

Commonly believed that the trousers were introduced in 1817 to permit men to roll them above the knee when washing down the decks, and to make it easier to remove them in a hurry when forced to abandon ship or when washed overboard.

The trousers may be used as a life preserver by knotting the legs and swinging them over your head to fill the legs with air. These wide-legged pants went out in 1975 with the jaunty white hats worn by sailors. There is no relationship between the 13-buttons on the trousers and the 13 original colonies. Before 1894, the trousers had only seven buttons and in the early 1800s, they had 15 buttons.

It wasn't until the broad fall front was enlarged that the 13-buttons were added to the uniform and only then to add symmetry of design. In 1852, a white cover was added to the soft visorless blue hat. In 1866, a white sonnet straw hat was authorized as an additional item.

During the 1880's, the white "sailor hat" appeared as a low rolled brim high-domed item made of wedge shaped pieces of canvas to replace the straw hat.

The canvas was eventually replaced by cotton as a cheaper more comfortable material. There were many complaints on the quality which led to modifications ending in the currently used white hat.

Bell Bottom Trousers Song: Words and music were written by Mos Jaffe in 1944. The CHORUS follows after each verse:

BELL BOTTOM TROUSERS

CHORUS: Bell-Bottom Trousers, coat of Navy blue
She loves her Sailor, and he loves her too.

Once there was a little girl who lived next to me,
And she loved a Sailor boy, he was only three.
Now he's on a battleship in his Sailor suit.
Just a great big Sailor man, but he's just as cute:
(CHORUS)

When they walk along the street, anyone can see,
They are, oh, so much in love, happy as can be.
Hand-in-hand they stroll along, they don't give a hoot.
He won't let go of her hand even to salute.
(CHORUS)

When her Sailor boy's away on the ocean blue,
Soldier boys all flirt with her, but to him she's true.
Tho they smile and tip their caps, and they wink their eyes,
She just smiles and shakes her head, then she softly sighs:
(CHORUS)

Ev'rywhere her Sailor went, she was sure to go,
'Till one day he sailed away, where she doesn't know.
Now she's gonna join the WAVES, maybe go to sea,
Try to find her Sailor boy wherever he may be:
(CHORUS)

If her Sailor she can't find on the bounding main,
She is hopeful he will soon come home safe again.
So they can get married and raise a family,
Dress up all their kiddies in Sailor's dungarees:
(CHORUS)

And lastly, it became the many-version "Bell-Bottom Trousers" of the club houses and bull sessions. There are other versions to this song which may be offensive to some, so it won't be printed here. See American Sea Songs and Chanteys which may be found in a library or on the WEB.

Bell Ceremony:

The main subject of the "Bell Ceremony" can be changed to honor whatever event may have taken place during the month you opt to perform the ceremony. These ceremonies are usually performed at Dining Outs.

Among some topics that can be honored are the Gulf War; D-Day 1944 and the Navy's birthday anniversary, to name a few. Simply change some words and add others to relate to the occasion.

The one below is based on "The Midway Battle" on its 58th anniversary.

BELL CEREMONY based on THE BATTLE OF MIDWAY

"We are here tonight to celebrate an evening of comradeship steeped in Navy and Marine Corps tradition and to remember those great Americans who have fought for our freedom.

"Fifty-eight years ago this month, what started out as another real estate grab by the ever-advancing forces of Imperial Japan, ended in a blazing action that sealed Japan's fate. America's shining hour, her turning point in that war's Pacific theater, was reached on an Island called 'Midway.'

"It is a proud history written large for all to see. It is a roll call of ships and battles proud enough to honor the flags of a score of nations; yet, it is a history unique to the stars and stripes alone. But, as memorable as the roll call of ships may be, it is the memory of the men and women who manned them that stirs our hearts. Step aboard the gray, lifeless hulk of any decommissioned ship and hear the hollow echo of our footsteps.

"After a few minutes of this disturbing tranquility, you yearn to hear the clank of chipping hammers; the shrill of a bosun's pipe over the general announcing system; and the clatter of feet hurtling down a ladder.

"For it is the crew of a ship that is her life and breath and blood. It is the crew that makes a ship a living being. It is, as it has always been, and always will be. Our history is a saga of men and women -- Navy men and women numbered by the Psalmists words found in Psalms 107:23-25.

'They that go down to the sea in ships, that do business in great waters. These see the works of the Lord, and His wonders in the deep. For He commandeth, and raiseth the stormy wind, which lifteth up the waves thereof.'

"And what has that business been for almost 225 (use the current Navy's birthday) years? Listen:

- 'I have not yet begun to fight'.
- 'Don't give up the ship'.
- 'We have met the enemy, and they are ours'.
- 'Damn the torpedoes, full steam ahead'.
- 'From the Halls of Montezuma to the Shores of Tripoli'.
- 'You may fire when ready, Gridley'.
- 'Sighted sub; sank same'.
- 'Houston, tranquility base here; the eagle has landed.'

"These are the terse, often laconic words of our proud predecessors who wrote these 225 years of history with actions which make these phrases memorable.

"This business in great waters was then, as ours is today, in the words of the constitution '...providing for the common defense and securing the blessings of liberty to ourselves and our posterity.'

"Early in our history, kings and pirates alike learned that one does not trifle with the American Flag -- not with impunity. In the Civil War, we sadly taught that lesson to ourselves.

"In two world wars, we taught that lesson to tyrants in the words of thunder upon a battleground that numbered all the seven seas, and we taught ourselves out of the wreckage and ashes of Pearl Harbor that we must always be ready to teach that lesson again, lest others forget -- lest we ourselves forget.

"For over 225 years there has been a cost, and often, painful burden, associated with our business done in great waters. Yet, the price of freedom -- the price of American sovereignty -- is a ledger written in the blood of shipmates. Tell me, what were the names?

"Did you have a love one aboard the ARIZONA, Dec 7, 1941? Did you have a son aboard the YORKTOWN, June 7, 1942. Did you have other relatives in Normandy when American blood was spilled on Omaha Beach.

"And what images bring these words to mind:

'Overdue from patrol -- presumed sunk.'
'Aircraft down -- pilot did not eject.'
'The Secretary of the Navy regrets to inform....'

"Has the price been worth it?

"As RADM Toshitane Takato said,

'Failure of the Midway campaign was the beginning of total failure.'

"Yes, the price has been worth it.

"We are the screening escorts for the ship of state -- our flagship. For us, there is never a safe haven or journey's end -- only deceptively calm stretches of sea. There may be storms ahead, shoal waters and enemy hulls on the horizon; there may be holiday routine aboard the flagship, but for the screen, the orders do not change -- protect the flagship at all costs. The watchstanders may change, but the orders remain the same.

We are the current generation of watchstanders on this longest voyage -- a voyage now being logged in its 225th volume. Let us pause and pay homage to those shipmates whose feet have trod these decks before us and whose bones we leave beneath our wake. May others say of us as we say of them -- 'they have fought the good fight'."

Pause 5-seconds:

The bell is tolled twice, slowly.

Pause 2-seconds: **"The toll of the ship's bell reminds us
of the reverence we owe to our departed
shipmates."**

Pause 2-seconds:

The bell is tolled twice, slowly.

Pause 2-seconds: **"And to those who guard the honor of our
country, upon the sea."**

The bell is tolled twice, slowly.

Pause 2-seconds: **"Under the sea..."**

The bell is tolled twice, slowly.

Pause 2-seconds: **"In the air..."**

The bell is tolled twice, slowly.

Pause 2-seconds: **"And upon foreign soil."**

The bell is tolled twice, slowly.

Pause 2-seconds: "Let us who gather here tonight not forget
our obligations and in silence breathe a
prayer for our absent shipmates."

Pause 2-seconds:

The bell is tolled twice, slowly.

Pause 2-seconds: "Let us pay tribute to our departed shipmates as
we sing the Navy Hymn."

Pause 5-seconds after hymn is completed.

The bell is tolled once."

Blow out the candles and brighten the lights again.

Bell, Who shines the Ship's Bell: See Sub-Paragraph, Ship's Bell (below)

Bells: See Time, Pg 134

Bells have a centuries-long tradition of varied use in the navies and merchant fleets of the world. They have been used for signaling, keeping time, and providing alarm.

Their functional and ceremonial uses have made them a symbol of considerable significance to the United States Navy.

Origins: Bells cast from metal were first developed in the Bronze Age, achieving a high level of sophistication in China. During the European Middle Ages, they were used by Christians to signal divine services and make special announcements.

Christian and Buddhist monasteries historical used them to regulate daily activity, conceptually similar to later timekeeping in the U.S. Navy. The Catholics consider bells a representation of the voice of God and of paradise.

Bells for Warning and Alarms:

The sounding of a ship's bell found a natural application as a warning signal to other vessels in poor visibility and fog. In 1676, one Henry Teonage serving as a chaplain in the British Mediterranean Fleet recorded, "...so great a fog that we were fain to ring our bells, beat drums, and fire muskets often to keep us from falling foul one upon another".

Ringling a ship's bell in fog became customary in 1858, British Navy Regulations made it mandatory in that function. Today, maritime law requires all ships to carry an efficient bell.

Ship's Bell: An old Navy tradition has it that the ship's cook shines the ship's bell and the ship's bugler shines the ship's whistle.

This tradition may still be observed in some of the ships of the modern Navy; however, in normal practice, the ship's bell is maintained by a man of the ship's division charged with the upkeep of that part of the ship where the bell is located.

Eight Bells: Aboard Navy ships, bells are struck to designate the hours of being on watch. Each watch is four hours in length.

One bell is struck after the first half-hour has passed, two bells after one hour has passed, three bells after an hour and a half, four bells after two hours, and so forth, up to eight bells which are struck at the completion of the four hours.

Completing a watch with no incidents to report was "Eight Bells and All is Well." The practice of using bells stems from the days of the sailing ships. Sailors couldn't afford to have their own timepieces and relied on the ship's bells to tell time.

The ship's boy kept time by using a half hour glass. Each time the sand ran out, he would turn the glass over and ring the appropriate number of bells.

The use of the bells to mark the time stems from the period when seaman (1) could not afford a personal time piece (i.e., a watch) and (2) even if they could, they had no idea how to tell time with such an instrument. The bells mark the hours of the watch in half-hour increments. The seamen would know if it were morning, noon, or night.

U.S. Navy bells, part of the many artifacts removed from decommissioned vessels, are preserved by the Naval Historical Center. They may be provided on loan to new namesake ships; naval commands with an historical mission or functional connection; and to museums and other institutions that are interpreting specific historical themes and displays of naval history.

Bells remain the permanent property of the U.S. Government and the Navy Department. These served to inspire and to remind our naval forces and personnel of their honor, courage, and commitment to the defense of our nation. They remain a powerful and tangible reminder of the history, heritage, and accomplishments of the naval service.

Between the Devil and the Deep Blue Sea:

In wooden ships, the "devil" was the longest seam of the ship. It ran from the bow to the stern. When at sea and the "devil" had to be caulked, and the Sailor sat in a bo'sun's chair to do so. He was suspended between the "devil" and the sea -- the "deep" -- a very precarious position, especially when the ship was underway.

Binnacle List:

Many novice Sailors, confusing the words binnacle and barnacle, have wondered what their illnesses had to do with crusty growths found on the hull of ship. Their confusion is understandable.

Binnacle is defined as the stand or housing on which the ship's compass was mounted. In the eighteenth century and probably before, a list was given to the officer or mate of the watch containing the names of men unable to report for duty. This was kept at the binnacle.

Bitter End:

A turn of a line around a bitt. Those wooden or iron posts sticking through a ship's deck, are called bitters. Thus, the last of the line secured to the bitts is known as the bitter end.

Nautical usage has expanded the original definition in that today, the end of any line, secured to bitts or not, is called a bitter end.

The landlubbing phrases "stick to the bitter end" and "faithful to the bitter end" are derivations of the nautical term and refer to anyone who insists on adhering to a course of action without regard to consequences.

Black Balls:

Three black balls hung in a vertical line on the mast indicate the ship is aground. (Coast Guard Navigation Rules)

Black Shoe, Reflections of a: See Sailor, Pg's 111-113

Blasphemy:

Blasphemy, an obscene and profane language, is not the mark of a true Sailor man. In Queen Elizabeth's reign, blasphemy was punished by burning the offender's tongue with a hot iron.

Bloody:

"Bloody," when used by Britishers, can mean almost anything, good or bad, depending on the tone of voice, but it usually serves as a substitute for damned or extraordinary.

Once upon a time, it was a pious oath: "By our Lady!" Poor pronunciation and hurried exclamations shortened it to "By oor Leddy", then to "B'oor Luddy," and finally, "Bloody."

Blue, Feeling Blue: See Feeling Blue, Pg 55

Blue Jacket: Navy glossary referring to a seaman in the U.S.N.

Blue Monday: This expression came into use as early as the 18th century when it was a custom aboard ship to log a man's misdeeds daily. The culprits were all flogged weekly -- on Monday.

Blue Moon:

Blue Moon is a rare celestial event, so the expression, "Once in a Blue Moon" means "very rarely indeed." Under certain atmospheric conditions, the moon does appear to have a blue tinge to it. The green flash of the sun is much more common.

At sea, on a clear evening, refraction of light in the atmosphere will produce a brilliant green flash just as the upper part of the sun drops below the horizon.

Blue Nose:

Referred to people from Nova Scotia and also the name of the most famous fishing schooners on the Grand Banks. In the Navy, it refers to someone who has crossed the Arctic Circle and qualified as a "blue-nosed" polar bear.

Bluff: Meaning stout or hearty, the word was coined from the general appearance of stoutness or strength of old ships' bows.

Boatswain:

Boatswain, pronounced, "bosun," refers to the mate, warrant officer, or petty officer in charge of boats, rigging, and ground tackle aboard ship. In Old English, swein meant servant or keeper. The later English term was bote-sways.

In the 17th century, British ships were required by law to carry three boats, named (1) the boat, (2) the cock, and (3) the skiff. The men in charge of them were called boatswain, coxswain, and skiffswain.

Boatswain's Pipe:

No self-respecting boatswain's mate would dare admit he couldn't blow his pipe in a manner above reproach. This pipe which is the emblem of the boatswain and his mates, has an ancient and interesting history. On the ancient row-galleys, the boatswain used his pipe to "call the stroke."

Later, because its shrill tune could be heard above most of the activity on board, it was used to signal various happenings such as "knock-off" and the boarding of officials.

So essential was this signaling device to the well-being of the ship, it became a badge of office and honor in the British and American Navy of the sailing ships.

Bokoo:

A French word "beau-coup" meaning "very many." Americanization changed the spelling and pronunciation but the meaning remains unchanged. Often an "old salt" will boast that he has had "bokoo this or that" or has done something "bokoo" (many) times during his seafaring years.

BON HOMME RICHARD, USS:

The "Bon Homme Richard" was originally a French merchant named "Due de Duras." Outfitted as a warship, CAPT John Paul Jones renamed it "BON HOMME RICHARD" in honor of Benjamin Franklin whose book, "Poor Richard's Almanac" had been transferred into French under the title "Les Maximes du Bon Homme Richard." Clever Sailors nicknamed the ship "**BONNIE DICK.**"

Boondocks:

This is a slang term for any remote out-of-the-way place. The term supposedly came from the Philippine village of Bondoc across the bay from Manila. Heavy boots are called boondockers.

Boot Camp:

During the Spanish-American War, Sailors wore leggings called boots, which came to mean a Navy or Marine recruit. These recruits trained in "boot" camps.

Bootlegger:

He is one who conducts an illegal trade in liquor. This term was first used during the reign of King George III to describe smugglers who had valuables in their hugh sea-boots when dodging His Majesty's coast guardsman.

Bottle Message:

In old sea tales, shipwrecked Sailors scribbled a message, stuffed it in a bottle, and tossed it into the sea, hoping someone would find it and learn what happened to them.

The Navy furnished "bottle papers" to mariners who dropped them overboard with notations as to when and where they were "launched." People who found these papers returned them to the Navy, and in this way, ocean currents were charted. The longest trip made by a bottle paper began when it was dropped overboard from the USS LINFIELD VICTORY off Japan on 6 March 1948. It finally turned up on the beach at Reedsport, Oregon, 27-years later.

The shortest bottle-trip on record was made by one thrown overboard from the destroyer JOUETT in Lahaina Roads, Hawaii, in 1940. The bottle was spotted by another ship at Lahaina and was returned to the JOUETT the very next day.

Bottled Up:

A term in naval parlance indicating that an enemy fleet is so completely hemmed in, it cannot manoeuver. The phrase itself was coined to illustrate the quaint custom of old sailor men who would carve models of ships on which they had served and put them in bottles.

There are hundreds of bottle ships in museums. Sailors probably had more fun getting the bottle empty than they did in putting the ship inside. Saying "traffic was bottled upon the freeway" is a direct steal from the forecandle.

Brass: See GI, Pg 60

Brass is slang for an officer in rank of commander or above. It refers to the gold cap visor. Originally, this was a term of mild disrespect, but this inference is now obsolete.

Brass Monkey:

During the Civil war, cannonballs were stacked up in pyramids called brass monkeys. When it got extremely cold, they would explode or break, hence the term, "Cold enough to freeze the balls off a brass monkey."

Breakfast: Meaning "break the fast" after not having eaten since going to bed the night before, thereby fasting until the next morning.

Break Out: Navy glossary meaning to unstow or prepare for use.

Bride, June:

Ever wonder why we call them "June Brides" and why they carry a bouquet? Back in the 1500's, most people took their yearly bath in May and still smelled pretty good by June. However, they were starting to smell, so brides carried a bouquet of flowers to hide the body odor; hence, the custom of carrying a bouquet when getting married.

Brig:

As a name for a sailing vessel, this term did not come into use until the latter part of the 18th century. It is a contraction of the older word brigantine, from robber or brigand.

This was originally a term for the fast-sailing vessel used by pirates of the Mediterranean. Because Lord Nelson used a brig in battle for relieving his ships of prisoners, the Sailors began to call a prison anywhere by the name, "brig."

Brightwork:

Brightwork originally referred to polished metal objects and bright "woodwork" to "wood" which was kept scraped and scrubbed, especially topside. "Bright it should be and work it is."

Brown Shoes:

The first of three origins: Pilots are called "brown shoes" which goes back to 1911 when the Navy began using manufacturers to train pilots. During the winter on North Island in San Diego, the dust from the ground dirtied the black shoes of the pilots. Rather than continually cleaning the shoes, in 1913, the Navy opted to allow pilots to wear brown shoes.

In 1944, due to WWII wartime priorities, the manufacturer of brown shoes came to an end. Production started again, but in 1976, the Chief of Naval Operations (CNO) once again abolished the wearing of brown shoes, but in 1985, the Navy once again approved the wearing of brown shoes. Aviation personnel, not just pilots, were allowed to wear them with certain uniforms.

The second origin: In 1913, high laced shoes of tan leather first appeared in Uniform Regs and were authorized for wear by aviators with khaki's. The color changed to russet brown in 1922.

Uniforms exclusive to the aviation community were abolished in the 1920's and reinstated in the 1930's. The authorized color of aviators shoes has alternated between brown and black since then.

The third origin as told by LCDR William L. Estes, USN, Ret:

"Six surface officers were selected as the first student Naval Aviators not long after Naval Aviation officially began in 1911. They trained at North Island, CA, and coming from the fleet, their uniform shoes were black, low-quarter, square-toed, rough surface leather shoes.

"These functioned well and looked o.k. on coal burning ships where black soot often descended on personnel and their shoes.

"At North Island, the students found themselves in a new environment characterized by brown dust from the soft surface airfield, which settled unattractively on their black shoes. In order to keep proper appearance, they had to constantly remove dust from the surface of their black shoes.

"After considerable discussion, they decided that brown high-top shoes with brown leggings would work better for them. The brown dust wouldn't look so bad on brown shoes and might be easier to clean. On a Saturday morning, they located a cobbler shop on 32nd Street in San Diego and commissioned the manager to produce the shoes at a price they could live with.

"They were soon wearing their new brown shoes and within a few days, the practicality of the "Shoes of Brown" (as they would eventually be officially described) proved acceptable.

"The next step was to bring about a change of the Uniform Regulation to include the brown shoes and high top leggings as distinctive elements of the aviator's permanent uniform.

"They wrote a petition to this effect and submitted it to their immediate chain of command. It was approved and endorsed by their seniors and forwarded to Navy headquarters for consideration. On 13 November 1913, the Navy approved the brown shoes with high top leggings as part of the permanent uniform for Naval Aviators.

"This lasted through WWII, although in 1944, the manufacture of brown shoes stopped due to war time priorities. After the war, production recommenced and lasted until 1976 when CNO instructed the Naval Uniform Department to terminate the use of brown shoes, thus ending a tradition cherished by Naval Aviators.

"Three years later, I was an instructor in VT-10 flying T-28/C Buckeyes and possessed of a keen interest in history. I decided to emulate those early Student Naval Aviators.

"I made several cross-country flights to Washington, D.C. and visited the archives at the Naval Military Personnel Command (NMPC), seeking the original petition that brought about brown shoes. I managed to find only bits and pieces of the original but they helped. Subsequently, I drafted a petition which read:

RESURRECTION OF THE BROWN SHOES

'WHEREAS, the course of the history of Naval Aviation, the SHOES OF BROWN, first adopted in November 1913, have held a position of revered, cherished esteem in the hearts of all those associated with Naval Air, second only to the WINGS OF GOLD; and WHEREAS, in the course of human events, it becomes necessary to recognize an overwhelming desire to return the esprit of heritage amongst the cadre of AIREDALES; now THEREFORE, let the feelings be known that we the undersigned, all duly designated NAVAL AVIATORS, NAVAL FLIGHT OFFICERS, FLIGHT SURGEONS and FLIGHT PHYSIOLOGISTS do hereby affix our signatures and designator to this petition calling for an immediate change to the Naval Uniform Regulations which would allow the SHOES OF BROWN to once again take their rightful position below the WINGS OF GOLD.'

"The first and most fitting to sign was CAPT Jude J. Lahr, the Commodore of TRAWINGSIX of Pensacola. He was followed by seniors in area commands, including CAPT Robert L. Rasmussen (now head of the National Museum of Naval Aviation), COs of various area units, and officers in all pay grades.

"Word of the effort got around and numerous requests for the petition came from commands throughout the U.S., at sea and overseas. These were submitted accordingly. I was then assigned to USS MIDWAY where I continued the push for the return to brown shoes after receiving emphatic approval from MIDWAY's Commanding Officer, CAPT Charles R. McRail, Jr. He signed out a petition in red ink with the phrase, 'Forwarded, most Strongly Recommending Approval' to Chief of Naval Operations and the Naval Military Personnel Command.

"After my MIDWAY tour, I returned to flight instructor duty in VT-10. On the morning of 12 Sep 1985, while airborne in a Buckeye on a training hop with a student, I received a UHF radio call from the SQD to "BUSTER", which meant return to base right away. I did so and was rapidly escorted by the CO himself to his office. Moments later, to my immense surprise, I received a telephone call from Secretary of Navy John F. Lehman, Jr.

"He congratulated me for spearheading the effort to resurrect the brown shoes for Naval Aviation. SecNav said he was going to announce the return of the brown shoes at the 1985 Tailhook Association Convention. He said he would personally authorize me to be the first to wear the brown shoes, which I was very pleased and honored to do."

Buccaneers:

These were pirates and sea rovers from England, France, and the Netherlands who roamed the Caribbean in the 17th century. The term comes from the French boucanier, which comes from a Caribe word boucan which meant "dried meat." They were not romantic pirates, but only a bunch of hard-working swabs who made boucan for a living. Because of illegal trade in it, with piracy as a sideline, acquired a name which meant only that they were expert beef-smokers.

Buck for the First Salute: See Silver Dollar, Pg's 122-123

Bugle:

This instrument received its name from medieval French Sailor men who blew loud blasts on Ox horns when celebrating a victory. The word "Bugle" in old French literally means "Wild Ox."

Bulkhead: A vertical partition in a ship. This term is extended to other structures utilized by the Navy.

Bull Ensign: See George Ensign, Pg 59

Term given to the senior ensign in an activity. In some squadrons, the Bull Ensign or George Ensign is ordered to somehow climb the chandelier or some other high place to put the squadron flag/emblem so rival squadrons could not capture it. Also known as "Boot Ensign".

Bullet Clubs: See Commemorative Coin, Pg's 38-40

Bully Boy: See Chewing the Fat, Pg 31
Also Known as Bring Home the Bacon

Nickname for Sailors in Colonial days. This phrase did not refer to any bullying or bad tempered characteristics, but for a term prominent in Navy chanteys and poems which means in its strictest sense, "beef-eating Sailors."

They had a daily menu of an amazingly elastic substance called bully beef (actually beef jerky). The term appeared so frequently on the mess deck that it naturally lent its name to the Sailors who had to eat it.

As an indication of the beef's texture and chewability. It was also called "salt junk," alluding to the rope yarn used for caulking ship's seams.

Bumboats:

Bumboats, in spite of their name, were not waterborne geedunks piloted by bums or hobos, but boats used by native hucksters and salesmen to transport their wares to ships anchored in the storm.

The name is a hand-me-down from "boomboats" as the craft were once permitted to tie up to the boat boom of a ship. An early Low German spelling was "bumboat" and in that form, it was taken up by American Sailors.

Buoy: Buoy comes from the English "boye" which means, a "float." Any kind of float used to mark a channel or carry a navigational aid.

Burial at Sea: See American Flag for Military Funerals, Pg's 6-8

Bury the Hatchet:

Originally, this term was used by the white Americans during hostile times with the American Indians where they would bury hawks and other weapons to show that hostilities had ended.

In today's Navy, when you intentionally deceive someone, usually as a joke, you are said to have bamboozled him or her. The words were used in the days of sail, as well, but the intent was not hilarity. It meant to deceive a passing vessel as to your ship's origin or nationality by flying an ensign other than your own -- a common practice of pirates.

Buttons - Ornamental on Sleeves:

The decorative bone buttons that are today sewn on many suit jackets, sports coats, and blazers began as an effort by Lord Nelson to keep young midshipmen and cabin boys from wiping their nose on their sleeves.

In the days of sail, young boys, often as young as nine years old, would sign on sailing ships as cabin boys, usually becoming midshipmen as they got older.

Many, articular on their first voyages, would become homesick, tearfully tending to their duties in their fancy gentlemen's uniform. The uniform had no pockets for a handkerchief, so the young boys would, like all young boys, wipe their nose on their sleeves.

To break his cabin boys and midshipmen of this ungentlemanly habit, Lord Nelson had large brass buttons sewn on the sleeves of all midshipmen and cabin boy uniforms to discourage them from the practice of wiping their noses on their sleeves.

By-and-Large:

This has come to mean "generally speaking" or "under all conditions." It is a term which was derived from the sailing terms: "by the wind" (close hauled) and "sailing large" (running free). The term "at large" steams also from that usage.

...C.....

Cake-Cutting Ceremony at Navy Birthday and Marine Balls:

The oldest person to cut the cake symbolizes all those who have gone before. The youngest symbolizes all those who are entrusted with the protection of our constitution. The Marines offer a piece of cake to the youngest and a piece to the oldest.

Can Do: "Can do" is pidgin English for assent or agreement and "no can do" for disagreement.

Captain: "Captain" comes from the Latin, "caput" for "head." Captains were the highest rank in the Navy until Congress created flag officers in 1857. All ship's commanders are called "Captain", regardless of rank.

Captain's Mast:

The term, "mast" refers to the ceremony that takes place when the captain awards non-judicial punishment for regulation infractions or official recognition for "jobs well done."

In the days of sail, ceremonies were held under the mainmast on a regular basis and usually on a Sunday morning just before divine services. Consequently, the ceremony came to be known as "mast" in recognition of the locality of the presentation.

Carry On:

Navy glossary meaning an order to resume work or carry on duties. In the days of sail, the officer of the deck kept a weather eye constantly on the slightest change in wind so sail could be reefed or added as necessary to ensure the fastest headway.

Whenever a good breeze came along, the order to "carry on" would be given. It meant to hoist every bit of canvas the yards could carry.

Today, the "Bluejackets Manual" defines it as an order to resume work or an order to resume previous activity after an interruption.

Change of Command:

The Change of Command ceremony is not prescribed by NavRegs, but rather is an honored product of the rich heritage of naval tradition. It is a custom wholly Naval, without an equivalent counterpart in the Army or the Air Force.

Custom established that this ceremony be formal and impressive, designed to strengthen that respect for authority which is vital to any military organization, parading all hands at Quarters and public reading of official orders which stem from those days when movement of mail and persons was a slow process.

This procedure was designated to ensure only duly authorized officers held command and that all aboard were aware of authenticity.

The heart of the ceremony is the formal reading of official orders by the relieving officer and the officer to be relieved. Command passes upon utterance by the relieving officer, "I relieve you, Sir or Ma'am".

The officer being relieved responds, "I stand relieved." This simple procedure is duplicated hundreds of times daily throughout the Navies of the world as each watch officer passes responsibility to his or her relief in the conduct of each ship's routine.

From another source: The line officer of today's US Navy looks forward to the time when (with added years and varied experience in the sea service) he or she will be ordered to command a ship.

The order will stem from the Chief of Naval Operations in approximately these words: "Proceed to the port in which USS ADVANCE may be and upon arrival, report to your immediate supervisor in command, if present; otherwise by message for duty as Commanding Officer of USS ADVANCE."

At this point, the new Commanding Officer will actively be participating, for the first time in the "Change of Command" ceremony.

The basic sources, outside of custom and tradition, are NavRegs. The first mention of the ceremony in NavRegs occurs during the Civil War. There has been little change in the procedures of the event since.

The 1865 edition of Regulations for the Government of the United States Navy in Article 3, Section 1, No. 72, states:

"When a Commodore, Captain, or any other officer is appointed to the command of a single vessel, he will, if she be at a navy yard and ready to be transferred to him, make in company with the Commanding Officer of the yard, or some other proper officer or officers appointed by such Commanding Officer for the purpose, a thorough personal examination of her.

He will then inform himself as to all her arrangements and preparations of equipment, after which the transfer is to be formally made in the presence of as many of her officers and crew as can be assembled, before whom his appointment is to be read; and then the vessel is to be placed in commission by hoisting her ensign and pendant.

If the vessel is already in commission, he is nevertheless, to examine her and inform himself as stated above, and to read to her officers and crew his appointment.

The 1990 edition of USN Regs in Article 0807, states:

"A Commanding Officer about to be relieved of his command will: (a) inspect the command in company with the relieving officer, (b) in case of a ship, and within other commands as appropriate, cause the crew to be exercised in the presence of both the Commanding Officer and the relieving officer at general quarters and general drills, unless conditions render it impractical or inadvisable."

Among other things, the outgoing occupant turns over all keys to the incoming Commanding Officer. Relating specifically to the Change of Command ceremony is the regulation that at the time of turning over command, the outgoing Commanding Officer will call all hands to muster, read the order or detachment and turn over command to his or her relief who will read the orders of relief and assume command. At shore activities, this procedure may be modified as appropriate.

The new Change of Command ceremony itself is under way when all hands are called to Quarters at the appointed hour. On a destroyer, the crew usually musters on either the forecastle or fantail. Sufficient room is left for the ceremony.

The uniform is service dress, blue or white. When the Executive Officer reports the crew at Quarters, the retiring Commanding Officer and his relief proceed to the ceremonial area together.

If the retiring officer wishes to say a few words to the crew that he or she is leaving, this is the proper time. After a brief speech, the retiring officer faces forward and reads the orders of detachment to the officers and crew.

He then steps back. The new Commanding Officer steps forward and reads his or her orders to command after which it is appropriate to face about, salute the retiring officer and say, "I relieve you, sir or ma'am."

The retiring officer then leaves ship's company with its new skipper who may or may not give a brief talk to the personnel of his or her new command.

The new Commanding Officer will include a statement that standing orders will remain in effect. The new skipper then turns to the Executive Officer and orders the Executive Officer to continue with ship's routine.

The ceremony is over, and he or she is now Commanding Officer of USS ADVANCE. NavRegs specifies that "the officer, though relieved, without authority after turning over the command, is entitled to all ceremonies and distinctions accorded a Commanding Officer until final departure.

Chanteys: See Sea Chanteys, Pg 116

Chaplain: See Holy Joe, Pg 67; Padre, Pg 101

According to legend, St Martin once divided his coat with a poor beggar one bitter day.

Somehow, the coat remained miraculously preserved and finally became a holy banner for the King of France. It was hung in an oratory that was named "the chapelle", and the custodian charged with its safekeeping was called the chaplain. The term now applies to any minister, priest, or rabbi in military service.

Charge Book:

During WWII, Commanding Officers were authorized to advance and promote deserving and qualified Sailors to the highest enlisted rank of Chief Petty Officer. The determination of "deserving and qualified" could be difficult for the Commanding Officer.

The situation also presented challenges to the Sailor who aspired to attain a Chief rating. From these dilemmas sprang the original **charge books**. Chiefs began to direct POs to prepare themselves to assume the additional responsibilities.

Ship's professional libraries were nonexistent or poorly stocked and much had to be learned directly from conversations with the Chiefs themselves and taken down to be studied later.

In addition to the technical aspects of the various ratings, COs also talked to the POs about leadership, accountability, support the chain of command, and other subject matter often using personal experiences to illustrate how something should (or should not) be done.

The collection of notes and study material eventually came to be called a Charge Book (entrusted to their care) for professional development or perhaps because the entries included "Charges" (authoritative instructions).

Charlie Noble: See To Shoot Charlie Noble, Pg 134

"Charlie Nobel" is an "it, not a "he." It is the Sailor's nautical term for the galley smoke pipe. Around 1850, a British merchant service captain, Charles Noble, is said to be responsible for the origin of this nickname for the galley smokestack.

It seems that Captain Nobel, discovering that the stack of his ship's galley was made of copper, ordered that it be kept bright. He required a high polish on the galley funnel. It's brightness became known in all ports visited. The ship's crew then started referring to the stack as the "Charley Noble."

In today's Navy, it is the custom to send green recruits to find Charley Noble (portrayed as the person), a hunt which causes endless amusement for the ship's veterans.

Charon, Coin for: See Coin for Charon, Pg 37

Cheese It:

No matter how one slices it, cheese is cheese. That is, until it's fired out of a cannon. Cheese actually won a naval battle in 1841 when ships of the Uruguay and Argentine navies met in battle. The Uruguayan fleet ran out of cannon balls; but, undaunted, the Sailors loaded their guns with hard round cheese and actually won the fight.

CHENG: "Go ask CHENG; he'll know." Chief Engineer Department Head.

Chewing the Fat: Also known as Bring Home the Bacon
See Bully Boy, Pg 27

"God made the vittles, but the devil made the cook," was a popular saying used by seafaring men in the last century when salted beef was staple diet aboard ship. This tough cured beef required prolonged chewing to make it edible. Men often chewed one chunk for hours, just as if it were chewing gum and referred to this practice as "chewing the fat."

Another origin: In the olden days, sometimes people obtained pork which made them feel quite special. When visitors came over, they would hang up their bacon to show off. It was a sign of wealth that a man could "bring home the bacon." They would cut off a little to share with guests and would all sit around and "chew the fat."

Chief Petty Officers: Miscellaneous Information; keep scrolling down for different CPO topics.

The most prideful moment in an enlisted Sailors life is when he or she becomes, in addition to a Sailor, a Chief Petty Officer, able to enter the CPO Mess without knocking, and really belonging. An Executive Order issued by President Benjamin Harrison of 25 Feb 1893 and issued as General Order No. 409 of 25 Feb 1893 gave a pay scale for Navy enlisted men. It was divided into rates and listed "Chief Petty Officers."

Both the Executive and Circular No. 1 listed CPO as a distinct rate and both were to take effect on 01 Apr 1893. It appears that this is the date on which the CPO rate was established. First female Chief Petty Officer was NYC Loretta Perfectus Walsh.

From CNO Admiral Frank Kelso, II. "The example set by chiefs for the last century inspires our young men and women of today. Indeed, what Americans see in our impressive young Sailors is the tradition of devotion and dedication that the first chiefs established with their sacrifices and valor."

From Admiral Halsey. Excerpts taken from a story the Admiral was telling concerning a chief: "That man was my chief when I was an Ensign, and no one before or after taught me as much about ships or men as he did. You civilians don't understand. You go down to Long Beach, and you see those battleships sitting there, and you think they float on the water. Wrong. They are carried to sea on the backs of those Chief Petty Officers."

Chief Petty Officer Pledge:

- I am a Chief Petty Officer in the United States Navy.
- I serve my country and her people with pride and honor.
- I seek no special favors.
- I make things happen and do the best I can do.
- I am charged with a leadership roll like no other in the world.
- I develop junior officers and mold my Sailors.
- I acknowledge full responsibility for the actions of my Sailors because these Sailors are the seeds of future Chief Petty Officers.
- I live by the Navy's core values of honor, courage, and commitment.
- I set the example.
- I establish the standards of performance.
- I guide and influence the lives of these young men and women. In the final analysis, I will determine the quality of these Sailors. My Sailors are students, and I am their teacher. They look up to me because I treat them with dignity and respect. Because they need a leader, I am there for them.
- After all, I am a Chief Petty Officer in the U. S. Navy.

August Chief Petty Officer: The term "august" (o gust') means inspiring reverence or admiration; of supreme dignity or grandeur, majestic. The term "August Chief Petty Officer" is a description of any Chief Petty Officer who inspires reverence or admiration; who is representative of supreme dignity or grandeur; majestic.

Chief Petty Officers (MCPO and SCPO): The pay grades of E-8 and E-9, Senior Chief and Master Chief, were created effective June 1, 1958, under a 1958 Amendment to the Career Compensation Act of 1949.

Eligibility for promotion to E-8, the Senior Chief level, was restricted to Chiefs (Permanent Appointment) with a minimum of four years in grade and a total of ten years of service.

For elevation from E-7 to Master Chief, E-9, a minimum of six years service as a chief Petty Officer with a total of 13-years service was required.

The E-5 through E-9 levels included all ratings except Teleman and Printer which at the time were being phased out of the naval rating structure. People holding those ratings were absorbed or converted to Yeoman or Radioman from Teleman and primarily to Lithographer from Printer.

Service-wide examinations for outstanding Chiefs were held on August, 1958, with the first promotions becoming effective on November 16, 1958. A few months later, a second group of Chiefs from the February 1959 examinations were elevated to E-8 and E-9 effective on May 16, 1959.

The names of the first two groups of selectees are listed in the Bureau of Naval Personnel Notices 1430 of October 17, 1958 and May 20, 1959. It is noted that after the May 1959 elevations, promotions to E-9 were through Senior Chief only.

Chief Petty Officer "Fouled Anchor": The Fouled Anchor is the emblem of the Rate of Chief Petty Officer of the USN Navy.

The fouled (rope - or chain-entwined) anchor so prevalent in our Navy's designs and insignia is a symbol at least 500-years old that has its origins in the British traditions adopted by our naval service. The "fouled anchor" was adopted as the official seal of Lord High Admiral Charles Lord Howard of Effingham during the late 1500s.

The anchor is emblematic of the hope and glory of the fulfillment of all God's promises to our souls. The golden or precious Anchor by which we must be kept steadfast in faith and to abide in our proper station amidst the storm of affliction, and persecution.

Attached to the anchor is a length of chain. The chain is symbolic of flexibility and reminds us of the chain of life that we forge day-by-day, link-by-link, and may it be forged with Honor, Morality, and Virtue.

Also attached to the anchor are the letters, "USN": "U" stands for Unity: cooperation, maintaining harmony and continuity of purpose and action; "S" stands for Service: service to God, our fellow man, and our Navy; "N" stands for Navigation: to keep ourselves on a true course so that we may walk upright before God and man in our transactions with all mankind, but especially with our fellow Chiefs.

A variation of the seal had been in use by the Lord High Admiral of Scotland about a century earlier. The anchor (both with and without the entwined rope) is a traditional heraldic device used in ancient British Coats of Arms. As a heraldic device, it is a stylized representation used merely for its decorative effect.

Another version of the Fouled Anchor: The fouled anchor, as a naval insignia, got its start as the Seal of the Lord Howard of Effingham. He was the Lord Admiral of England at the time of the defeat of the Spanish Armada in 1588. During this period, the personal seal of a great officer of state was adopted as the seal of his office.

The "fouled anchor" still remains the official seal of the Lord High Admiral of Great Britain. When this office became part of the present Board of Admiralty, the seal was retained on buttons, official seals, and cap badges.

The Navy's adoption of this symbol and many other customs can be attributed to the influence of British Naval tradition; thus, the "foul anchor."

Chief Petty Officer in Baseball Hall of Fame: Bob Feller is the only CPO to be elected to the baseball hall of fame. He played for the Cleveland Indians as pitcher.

Chief Petty Officer Bell: Located at Navy Memorial, Navy Heritage Center, Gallery Deck. The inscription on the front has an anchor and around it with the words, "Chief Petty Officer Centennial 1893-1993."

Chief Petty Officer Hash Marks, See Pg 67

Chief Petty Officer Stars: Were introduced with the creation of SCPO and MCPO. The reasoning for stars pointed one ray down is unknown; however, indications point to following the line officer's standards.

Chief Petty Officer Uniform Trivia: Wearing pens/pencils visibly only authorized with washed (working) khaki. CPOs can wear uniform sleeves rolled up only with the camouflage uniform.

Chief Warrant Officer: See Mustang, Pg 91

"Warrant" comes from the old French word warrant meaning protector, a defense, and an authorization. It is also the source of our modern word warranty. In 1040, five English ports began furnishing warships to King Edward the Confessor in exchange for certain privileges. They also furnished crews whose officers were the Master, Boatswain, Carpenter, and Cook. Later these officers were "warranted" by the British Admiralty.

They maintained and sailed the ships and were the standing officers of the Navy. Soldiers commanded by Captains would be on board the ships to do the fighting, but they had nothing to do with running the ships. The warranted officers were often the permanent members of the ships' companies and stayed with the ships in port between voyages as caretakers, supervising repairs and refitting.

Chit:

"Chit" is a carry over from the days when Hindu traders used slips of paper called citthi for money so they didn't have to carry heavy bags of gold and silver. British Sailors shortened the word to "chit" and applied it to their mess vouchers. Its most outstanding use in the Navy today is for drawing pay and a form used for requesting leave and liberty. But the term is currently applied to almost any piece of paper from a pass to an official letter requesting some privilege.

Christening Ceremony: See Ship's Launching, Pg's 119-120
See Women Sponsors, Pg 146

The origin of christening ceremony for ships dates back into antiquity. The sponsor of a ship is believed to hold a special place in the hearts of the Sailors who man the ship. Ancient tradition holds that the spirit of the sponsor enters the ship at christening and remains there forever. This pre-history tradition is still practiced today by most nations of the world.

When a ship is launched, she is officially named by a sponsor who breaks a bottle of champagne over the bow of the ship as she says, "I christen thee..." Wine was not always used.

When the CONSTITUTION ("OLD IRONSIDE") was launched, water was used, but the ship refused to move. Then, a bottle of Madeira wine was used, and the launch was successful.

Christmas:

Christmas is based on the story of Jesus' birth as described in the Gospels according to Matthew and Luke. Roman Catholics first celebrated Christmas, then known as the "Feast of Nativity", as early as 336 AD. The word itself, Christes maesse, an old English phrase, means "Festival of Christ." Although the Gospels describe Jesus' birth in detail, they never mention the date but believe it originated in the 4th century.

The Legend of Santa Claus has its origin in Europe and was brought by Dutch settlers to New York in the early 18th century.

Santa Claus, from the Dutch Sinter Klaas was depicted as a tall, dignified, religious figure riding a white horse through the air. Known as ST Nicholas in Germany, he was usually accompanied by Black Peter, an elf who punished disobedient children. In North America, he eventually developed into a fat, jolly old gentleman.

The Christmas Tree tradition began with the founder of Martin Luther. While walking through the forest on Christmas Eve, he was so moved by the beauty of the starlit fir trees that he brought one indoors and decorated it with candles to remind his children of God's creation.

Exchanging Christmas Cards became a widespread custom in the 19th century. Europeans had distributed wood prints of religious themes. In 1843, English illustrator, John Calicott Horsley, created the first modern Christmas Card.

Mistletoe Plant, as believed by the Europeans, held magic powers to bestow life and fertility, to bring about peace, and to protect against disease. They associated the plant with the Norse goddess of love, "Freya", and developed the custom of kissing underneath the mistletoe branches.

Exchange of gifts is a Christian tradition as a reminder of God's gift of a savior to human kind. The gift givers often required that children behave well in order to receive their treats; if they misbehaved, they might receive a lump of coal or a switch rather than sweets and toys.

Church Pennant:

The church pennant is the only flag authorized to fly above or at the same point of hoist as the National Ensign. It can only be done at sea and only during the hours of a divine service.

Clean Bill of Health: This widely used term has its origins in the document issued to a ship showing that the port it sailed from suffered no epidemic or infection at the time of departure.

Close Quarters:

This is a term now used to express hard fighting and was originally "closed quarters" and referred specifically to special deck-houses where the crew could take refuge if boarders tried to take the ship. The doors were barred so deadly fire could be poured into the enemy.

Clothes Stop: (The early Navy clothes pin)

A small diameter cord, approximately 12-inches, used to tie laundry to a clothes line. Issued in recruit training until 1973.

Coast Guard:

The Coast Guard was formed in 1915 by a combination of the Revenue Cutter Service and the Lifesaving Service. Its motto is Semper Paratus, "Always Ready." Its history goes back to 1790 when the Revenue Service was created by Secretary of the Treasury, Alexander Hamilton. The first vessels were tin cutters, ranging from 30- to 50-tons.

Cockbilling Yards:

Yards were once "cockbilled" and rigging was slacked off to show grief. The half-masting of colors is in reality a survival of the days when a slovenly appearance characterized mourning.

Cocked Hat:

A hat worn by officers with ceremonial uniforms commonly referred to as a "fore and aft" hat.

During the 1700's, the hat was worn parallel to the shoulders, but in the 1800's, was modified to be worn with the points to the front and back. Wearing of the Cocked Hat was discontinued on 12 October 1940.

Code of Conduct: See Honor Code, Pg 68

During the Korean War in the early 1950's, the Chinese Army and North Korean Army captured some American military men. These American prisoners then faced a deadly new enemy, the "Eastern World's Prisoner of War" (POW) environment.

For the American prisoners, brutal torture, random genocide, lack of food, absence of medical aid, and subhuman treatment became a daily way of life. Many of the Americans found that their training had not prepared them for this new battlefield.

After the war, the American Armed Forces jointly developed a Code of Conduct. The President approved this written code in 1955. The six articles of the code create a comprehensive guide for all American military forces in time of war and in time of peace.

The articles of the code embrace (1) general statements of dedication to the United States and to the cause of freedom, (2) conduct on the battlefield, and (3) conduct as a POW. The Code of Conduct is not a part of the Uniform Code of Military Justice (UCMJ). Instead, the Code of Conduct is a personal conduct mandate for members of the American Armed Forces throughout the world.

ARTICLE 1 - I am an American. I serve in the forces which guard my country and our way of life. I am prepared to give my life in their defense.

ARTICLE 2 - I will never surrender of my own free will. If in command, I will never surrender my men while they still have the means to resist.

ARTICLE 3 - If I am captured, I will continue to resist by all means available. I will make every effort to escape and to aid others to escape. I will accept neither parole nor special favors from the enemy.

ARTICLE 4 - If I become a prisoner of war, I will keep faith with my fellow prisoners. I will give no information or take part in any action which might be harmful to my comrades. If I am senior, I will take command.

ARTICLE 5 - When questioned should I become a prisoner of war, I am required to give name, rank, service number and date of birth. I will evade answering further questions to the utmost of my ability. I will make no oral or written statements disloyal to my country and its allies or harmful to their cause.

ARTICLE 6 - I will never forget that I am an American responsible for my actions and dedicated to the principles which made my country free. I will trust in my God and in the United States of America.

Coffee: See Cup of Joe, Pg 43

Java or Jamoke is used by bluejackets to designate coffee. Some Sailors called coffee "Joe," which some say is a derivative of Foster's song, "Old Black Joe." Others called coffee java, jamoke, murk, a shot, or a shot in the arm.

Coin for Charon:

Charon (or Kharon) was a squalid and malign underworld daimon: the grimy ferryman who received the shades of the dead from Hermes and rowed them across the river Akheron in a dilapidated boat. His fee was one obolos (a small coin) placed in the mouth of a corpse at burial. Only if a dead person had been buried or cremated was he ferried across the Akheron; otherwise, his ghost continued to wander along the shore of the river.

Another version: When burying a shipmate at sea, old-time Sailor men would place a penny in the dead man's mouth before sewing him into his canvas shroud.

The coin was to pay for their deceased comrade's transportation across the river Styx and would be collected by Old Man Charon for that purpose when the corpse had been ferried across the water and delivered safely to the Better Land.

"Woe to you departed souls, bury here and forever all hope of paradise. I come to lead you to the other shore; into eternal darkness, into fire and ice."

Coins: See Commemorative Coin, Pg's 38-40; Coin for Charon (above)

Do not confuse this with **GIVE A QUARTER** which came from a practice that originated in the wars between the Dutch and the Spaniards, when a captured officer was given life and liberty for a ransom fee estimated at one-quarter of his yearly pay.

Cold Turkey:

If one is to quit cold turkey, then he or she is quitting abruptly. This originated from the goose bumps and pallor which accompany withdrawal from narcotics or tobacco. The skin looked similar to a plucked cold turkey.

Columbus Day:

We learned in school that Christopher Columbus discovered America in 1492, when "...he sailed the ocean blue." How could he have "discovered" America since the regions he did explore were already inhabited. He only discovered them from the viewpoint of the Europeans. He further discovered that the earth was not only round, but much bigger than he had thought.

One of the first known celebrations marking the discovery of the New World by Columbus was in 1792 when a ceremony organized by the Colombian Order was held in New York City honoring him and the 300th anniversary of his landing in the Bahamas.

On October 12, 1866, the Italian population of New York organized the first celebration of the discovery of America, and three years later, Italians in San Francisco celebrated Oct 12, calling it C-Day

To mark the 400th anniversary of Columbus' voyage, President Benjamin Harrison made a commemorative proclamation in 1892. But it was Colorado in 1905, that became the first state to observe a Columbus Day. Since 1920, the day has been celebrated annually; and in 1937, President Franklin Roosevelt proclaimed every October 12 as Columbus Day. Then, in 1971, Congress declared it a federal public holiday on the second Monday in October.

Command at Sea Pin:

Established in 1960 to recognize the responsibilities placed on those officers of the Navy who are in command or who have successfully commanded ships and aircraft squadrons of the fleet.

The component parts, a commission pennant, an anchor, and the line star, were determined to be ideally suited for a design which would be symbolic in the ready identification of those officers who have attained the highly coveted and responsible title of Commanding Officer of our commissioned units at sea.

Commander:

Commander was first used as a designation of rank in the Navy in 1838 to replace "master commandant." It comes from "commandeur" which was introduced in the British Navy by William III (1553-1584).

Commemorative Coin: **WWII Coin; Scroll Down for Viet Nam Version; Scroll Down for Coin Etiquette**

During WWII , American volunteers from all parts of the country filled the newly formed flying squadrons. Some were wealthy scions attending colleges such as Yale and Harvard, who quit in mid-term to join the war.

In one squadron, a wealthy Lieutenant ordered medallions struck in solid bronze carrying the squadron emblem for every member of his squadron. He himself carried his medallion in a small leather sack about his neck.

Shortly after acquiring the medallions, this pilot's aircraft was severely damaged by ground fire. He was forced to land behind enemy lines and was immediately captured by a German patrol.

In order to discourage his escape, the Germans took all of his personal identification except for the small leather pouch around his neck. In the meantime, he was taken to a small French town near the front. Taking advantage of a bombardment that night, he donned civilian clothes and escaped. However, he was without personal identification.

He succeeded in avoiding German patrols and reached the front lines. With great difficulty, he crossed no-man's land. Eventually, he stumbled into a French outpost. The French in this sector of the front had been plagued by saboteurs. They sometimes masqueraded as civilians and wore civilian clothes. Not recognizing the young pilot's American accent, the French thought him to be a saboteur and made ready to execute him. Just in time, he remembered his leather pouch containing the medallion.

He showed the medallion to his would-be executioners. His French captors recognized the squad insignia on the medallion and delayed long enough for him to confirm his identity. Instead of shooting him, they gave him a bottle of wine. Back with his squadron, it became a tradition that all members carried their medallion or coin at all times.

This was accomplished through a challenge in this manner: a challenger would ask to see the coin. If the challenger could not produce his coin, he was required to purchase a drink of choice for the member who had challenged him.

If the challenged member produced his coin, then the challenging member was required to pay for the drink. This tradition continued throughout the war and for many more years while surviving members of the squad were still alive.

A more up-to-date version of the Viet Nam Coin: Leisure time in Vietnam was a commodity, but when it came, it was utilized to the max: catching up on sleep, writing letters home, or letting off steam at the hootch bar which proved to be the most popular. But it, too, could become boring and mundane.

To heighten excitement and foster unit esprit de corps, bullet clubs were formed. These were comprised of small, elite front line fighters who each carried a personalized bullet from the weapon they carried in combat. The ultimate use of the bullet, usually carried in a hip pocket, was to deny the enemy personal capture.

When an individual entered the hootch bar, he would be challenged by fellow team members to produce his bullet. If he did, the challengers would pay his bar tab for the rest of the evening. If he failed to produce his bullet, he bought drinks for the remainder of the night.

Eventually, personalized bullets took on disbelieving proportions. Some "teamies" took to carrying 20-, 40-, or even 150MM cannon shells.

Clearly, these were not personalized, coup de grace munitions, but rather manifestations of perceived individual powers in combat or perhaps on R&R.

At the height of the bullet club's heyday, it was not an uncommon sight to see strewn across a barroom table, a very respectable representation of the full range of bullets, rockets, cannon, and artillery shells used in SE Asia.

In order to gain control of the situation and to avoid accidental discharge of the large fully functional munitions, bullets were traded for coins, which reflected the units symbol and pride.

A controlled number and/or the individual's name personalized each coin. The rules remained the same, although today, they are greatly expanded.

Loss of your coin was, and remains, tantamount to eternal disgrace and banishment. To forget your coin, in anticipation of a challenge, results in minor death. Emerging from those small, elite groups using bullets are today's coin challengers.

Known to strike anywhere, anytime, they insidiously stalk, waiting for the right moment to attack. An innocent bystander may never hear the challenge, only the challenger's despairing cry, "OH, I FORGOT MINE!!!"

COIN CHALLENGE ETIQUETTE & RULES

1. Rules of the coin game must be given or explained to all new coin holders.
 2. The coin must be carried at all times. You can be challenged for it anywhere at any time. You must produce the coin without taking more than four steps to produce it.
 3. When challenging, the challenger must state whether it is for a single drink or a round of drinks.
 4. Failure to produce a coin, for whatever reason, results in a bought round or single drink (whatever the challenger stated). Once the offender (coinless challengee) has bought the drink or round, they can't be challenged again.
 5. If all that are challenged produce their coins, the challenger loses and must buy drinks for all the respondents. This, too, can be expensive, so challenge wisely.
 6. Under no circumstances can a coin be handed to another in response to a challenge. If a person gives his/her coin to another, that person can now keep the coin --- it's theirs!
- However, if a person places the coin down and another person picks it up to examine it, that is not considered giving, and the examinee is honor-bound to place the coin back where he/she got it. The examinee can't challenge while holding another's coin. After negotiating a "reasonable ransom," the examiner must return the member's coin.
7. If a coin is lost, replacement is up to the individual. A new coin should be acquired at the earliest opportunity. Losing a coin and not replacing it doesn't relieve a member of his/her responsibilities.
 8. The coin should be controlled at all times. Giving a coin to just anyone is like opening a fraternity to just anyone. It is an honor to be given a coin, let's keep it that way. A given or awarded coin is of more personal value than a purchased coin.
 9. No holes may be drilled in a coin.
 10. The above rules apply to anyone who is worthy to be given/awarded a coin, has a purchased coin, or who is known to be a previous coin holder.

Commodore:

Commodore is applied, as a matter of courtesy, to any officer commanding a squadron or flotilla or destroyers or smaller ships. It was first used in 1862, abolished in 1899 and revived for WWII. The title was first introduced into the British Navy by William III.

CONSTELLATION, USS:

The oldest U. S. Naval Vessel. On July 22, 1955, this historic old frigate was turned over to the Star Spangled Banner Flag House Association, which restored the ship and maintains it as a public memorial in Baltimore Harbor.

Launched in 1797, the CONSTELLATION participated in the Naval war with France in 1799-1800 and operated at the mouth of the Chesapeake Bay until blockaded by the British Fleet in the War of 1812.

Coxswain:

A coxswain was at first the swain (boy servant) in charge of the small cock or cock boat that was kept aboard for the ship's captain and which was used to row him to and from the ship.

The term has been in use in England dating back to at least 1463. With the passing of time, the coxswain became the helmsman of any boat, regardless of size.

Cradle of Naval Aviation: See Naval Air Station, Pensacola.
Affectionately known as
Mother-in-Law of the Navy

Crew:

The word comes from the French "creue" meaning augmentation of reinforcements.

Crew was originally referred to the men in a ship's company but now takes in the flight crew of an aircraft, the people who move scenery in a theater (stage crew), the men who handle freight train (train crew), and those who dismantle buildings (wrecking crew).

Crossing the Line: See Shellbacks, Pg 117; Polliwog, Pg 105

For you must know that any craft who'd fain
Cross the Great Sea Lord's Special Royal Domain
Must pay the tribute that King Neptune wishes
And be received by mermaids, bears, and fishes.
We will see you on the morn,
And any who resist will wish he had not been born.

Before World War II, when USN transports HENDERSON and CHAUMMONT made frequent cruises across the Pacific to the Far East, a ritual of initiation in some respects similar to that of "Crossing the Line" took place when the ships crossed the International Date Line on the voyages to the westward.

The neophytes, both officers and men, were subpoenaed for appearance before the Court of the Grand Dragon, where sentence was pronounced and initiation took place. As in the preliminaries for the Neptune ceremonies, considerable amusement was derived from the mock charges and specifications with humorous incidents stressed and slight personal idiosyncrasies exaggerated.

Advance radio dispatches and bulletins supposedly received from Officers of the Court of the Grand Dragon, served "to build up the act," heightened interest and often added to the apprehension of those about to be initiated.

Those who "passed the test" were given small cards attesting to that fact. Those issued on men-of-war that crossed the one-hundred-eightieth meridian during Pacific War usually stated that the ship was "on a mission of war to effect the 'Setting of the Rising Sun'."

Arctic initiations are becoming the custom. Everybody who had not been to the Arctic previously had his nose painted blue and was supposed to wear paper sun glasses until midnight.

But for those who had not been to the Pole, a stiff initiation was given. Crossing the Line entails boisterous "horse play" of the oldest and most interesting ceremony of the sea. It's a field day for the Neptune Party and the "old shellbacks."

Harry Lydenburg writes:

"What is more natural than that on later voyages, the seasoned "old salt" should call on the green shipmates to prove that they could not only stand the terrors and strains and stresses so soon to begin, but that they also had enough of the courage and good fellow in their make-up to take in good humor -- the joking and the ragging and the joshing accepted as part of daily life aboard ship."

Decorative certificates suitable for framing with the traditional nautical phraseology once were furnished by the Navy Department; if they are not available, they may be purchased.

They should be presented within a few days after initiation; also a small card for billfold with facsimile of certificate is often issued to the new "Shellback." Sailor men treasure such seagoing kudos and consider them particularly valuable when captains or executives of ships authenticate them with signature and title. A sailor who has not yet crossed the line is called a "Polliwod."

From another source: Crossing the Line means when a ship crosses the Equator, all those aboard who are doing so for the first time, known as "Polliwogs", are initiated into the Ancient Order of the Deep by those who have crossed before, known as the "Shellbacks."

This ceremony had its origin in antiquity. Long ago such initiations were held when ships sailed south across the 30th parallel of latitude or when they passed through the Straits of Gibraltar. The ceremony probably originated with the Vikings who passed it on to the Angles, Saxons, and Normans.

In the US Navy, men who "Cross the Line" are given an elaborate certificate attesting to the fact, as well as a small card for their billfold or card case. Probably the biggest mass initiation of "Polliwogs" in the US Navy took place in 1935, when the entire Pacific Fleet streamed south from Panama just far enough to Cross the Line.

A "Cross the Line" party can be very elaborate, with men costumed as King Neptune, Davey Jones, Queen Amphritite, the Royal Baby, Royal Bears, Royal Cops, Royal Barber, Royal Chaplain, Royal Navigator and any number of other characters. When a ship crosses the line, rank has no privilege -- a senior officer who is still a Polliwog is initiated along with the less fry.

Crow's Nest:

The raven or the crow was an essential part of the early sailors navigation equipment.

These landlubbing fowl were carried on board to help the navigator determine where the closest land lay when the weather prevented sighting the shore visually.

In cases of poor visibility, a crow was released and the navigator plotted a course that corresponded with the bird's because it invariable headed toward land. The crow's nest was situated high in the main mast where the look-out stood his watch. Often, he shared this lofty perch with a crow or two since the crows' cages were kept there; hence, the "crow's nest."

The Norsemen carried the birds in a cage secured to the top of the mast. Later on, as ships grew and the lookout stood his watch in a tub located high on the main mast, the name "crow's nest" was given to this tub. While today's Navy still uses lookouts in addition to radars, etc., the "crow's nest" is a thing of the past.

Cumshaw: Navy slang meaning "a little extra on the side" or "something for nothing," from the Chinese kam sia used by beggars to express "grateful thanks."

Cup of Joe: See Coffee, Pg 37

Joseph Daniels (18 May 1862 - 15 January 1948) was appointed SecNav by President Woodrow Wilson in 1913. Among his reforms of the Navy were inaugurating the practice of making 100 Sailors from the fleet eligible for entrance in the Naval Academy, the introduction of women into the service, and the abolishment of the officers' wine mess. From that time on, the strongest drink aboard Navy ships could only be coffee and over the years, a cup of coffee became a "Cup of Joe."

Cut of his Jib: General Appearance of a Vessel or a Person

To know one by the Cut of His Jib ("jib" meaning any of various triangular sails). To size up; to make a personal estimate of; to judge character and capabilities by appearance. In the Bible, "Ye shall know them by the fruit which they bear."

Cut through Red Tape:

People used to keep their client's papers in a file folder tied with red ribbon to prevent the paper from falling out. To get the papers out, they would cut through the red tape. The "cutlass" was considered an organizational issue item but was never considered to be a part of the enlisted uniform.

Cut to the Chase:

"Cut to the Chase" comes from Hollywood early days. It means "get to the point." It referred to a cut from a dramatic scene to an action scene which is known as "the chase."

Cutlass:

A short saber with a cut and thrust blade and a large hand guard. Issued to enlisted men as a side arm and maintained in ships' armories until the beginning of WWII; officially declared obsolete in 1949.

...D.....

Davy Jones:

Davy Jones and His Locker - American Sailors would rather not talk about Davy Jones and his infamous locker. They prefer to just leave him an indefinite, unbodied character who keeps to his place at the bottom of the sea.

Pressed, they will profess that they do not know what he looks like, his locker is to them something like an ordinary sea chest or coffin, always open to catch any sailor unfortunate enough to find himself in the sea.

Some English Sailors incline to the belief that his name is a corruption of Duffer Jones, a clumsy fellow who frequently found himself overboard.

The only time Davy comes to life is in the ceremony of "Crossing the Line". Then, he is usually impersonated by the smallest Sailor on board, given a hump, horns, and a tail, and his features made as ugly as possible.

He is swinish, dressed in rags and seaweed, and shambles along in the wake of the sea king, Neptune, playing evil tricks upon his fellow Sailors.

Old Sailors, rather than speak of the devil, called him Deva. Davy or Taffy, the thief of the evil spirit, and Jones is from Jonah, whose locker was the whale's belly. Jonah was often called Jonas, and as Davy Jones, the enemy of all living Sailors, he has become the mariners' evil angel.

To be cast into the sea and sink is to fall into his locker and have the lid popped down on one. It is generally agreed that the Christian Sailor's body goes to Davy Jones' Locker, but his soul, if he is a proper Sailor man, goes to Fiffles' Green. (From the book, A Sailor's Treasury by Frank Shay).

Another version: Davey Jones is a corruption of Jonah, the Biblical gentleman who stowed away in the belly of a fish for three days.

Dead as a Door Nail:

"Dead as a Nail" is to be dead with no chance of recovery. Nails used to be costly hand tooled. For example, an aged cabin or barn that was torn down would have the nails salvaged so they can be reused in later construction.

When building a door, however, carpenters often drove the nail through, then bent it over the other end so it couldn't work its way out during the repeated opening and closing of the door.

When it came time to salvage the building, these door nails were considered useless or "dead" because of the way the nail was bent.

Dead Horse:

British seaman, apt to be ashore and unemployed for considerable periods between voyages, generally preferred to live in boarding houses near the piers while waiting for sailing ships to take on crews. During these periods of unrestricted liberty, many ran out of money so the innkeepers carried them on credit until hired for another voyage.

When a seaman was booked on a ship, he was advanced a month's wages, if needed, to pay off his boarding house debt. Then, while paying back the ship's master, he worked for nothing but salt horse the first several weeks aboard. Salt horse was the staple diet of early Sailors, and it wasn't exactly tasty cuisine. Consisting of a low quality beef that had been heavily salted, the salt horse was tough to chew and harder to digest.

When the debt had been repaid, the salt horse was said to be dead, and it was a time for great celebration among the crew. Usually, an effigy of a horse was constructed from odds and ends, set afire and then cast afloat to the cheers and hilarity of the ex-debtors. They would shout and sing:

Now, old horse, your time has come,
And we say so, for we know so!
Altho many a race you've won,
Oh! Poor old man
You're going now to say good-bye,
And we say so, for we know so;
Poor old horse, you're going to die.

Today, just as in the days of sail, "dead horse" refers to a debt to the government for advance pay. Sailors today don't burn effigies when the debt is paid, but they are no less jubilant than their counterparts of old.

Dead Reckoning:

A method of navigation by which the position of a ship is fixed by plotting the distance steamed and course steered from the last well-established position. It was originally called deduced reckoning, then shortened to "dead reckoning", but somewhere along the line, someone thought the a had been left out of dead so he put it in, and that's how it's been ever since.

Dead Ringer - See Graveyard Shift, Pg's 62-63; Wake, Pg 143

Deck: Slang for a floor-like surface wholly or partially occupying one level of a hull.

Deep Six:

This means throw it away or get rid of it. The expression comes from the leads man taking sounding and shouting "By the deep six!" when the water is six fathoms or 36-feet deep. Anything given the deep six is down where no one will ever retrieve it again.

Devil to Pay:

This term is a means of conveying an unpleasant and impending happening, as in someone having done something they shouldn't have and, as a result, "there will be the devil to pay."

Originally, it denoted a specific task aboard ship as caulking the ship's longest seam. The "devil" was the longest seam on the wooden ship and caulking was done with "pay" or "pitch." This grueling task of paying the devil was despised by every seaman and the expression came to denote any unpleasant task.

Dining In/Out: The difference: Dining In Ceremonies do not Include Guests; Dining Out Ceremonies do include guests. See Toasts, Page 135-136

Origin: The "Dining In," as a military tradition, has its roots in the shadow of antiquity. The pre-Christ Roman Legions probably began the dining in tradition. Roman military commanders frequently held great banquets to honor individuals and units.

These gatherings were victory celebrations during which past feats were remembered and the booty of recent conquests was paraded. The second century Viking War Lords stylized this victory format.

"These celebrations saw all clan members present with the exception of the lookout or watch. Feats of strength and skill were performed to entertain the members and guests. The leader took his place at the head of the board with all others to his right and left in descending order of rank."

From the North Lands, the custom was transplanted to the British Islands. In the sixth century, King Arthur and his Knights of the Round Table surely practiced a form of Dining In. One author suggests that the tradition spread to the non-military society. "Its roots are embedded in the old monasteries where monks who followed a most rigid regimen had their form of Dining In as an integral form of monastic life." As educators, the clergy spread the custom to the academies and universities.

The British officer corps comprised of those graduated from the centers of learning, then carried the tradition to military units. The Dining In" became increasingly formalized after the first officers' mess was established.

A British Tradition: Until 1776, America was a British colony. Accordingly, early American customs and traditions were British in origin; the military was no exception.

British Army and Navy units deployed to the wilderness of America, brought with them the social customs and traditions of their services including the military dinner referred to as "Guest Night," "...the purpose of which was to gather for an evening of good food, drinking, fellowship, and honoring the feats of individuals and organizations."

In establishing an independent and social nation, the British borrowed much of the military structure of their adversary America's founders customs. The popularity and growth of the tradition in the U.S. parallels its popularity and growth in Great Britain and the commonwealth nations.

Growth of the Dining In Tradition: British Naval, land, and air units are still active enthusiasts of the Dining In. In fact, many units reportedly hold at least one such function monthly. Some British messes still call the occasion "Guest Night" while others refer to it as "Dining In" or "Band Night."

Regardless of what the present day custom may be called, the ceremony and protocol which have evolved have remained similar throughout the British armed forces.

Today, the British Dining In rules and customs are also closely observed by the Armed forces of the Commonwealth countries, particularly Canada and Australia.

As mentioned, the United States Dining In tradition was borrowed from the English by Washington's continental. Despite the colonists aversion to anything suggesting Redcoat, continental Naval and Army officers must have realized the value of these occasions in the promotion of pride of service, high morale, and loyalty.

Over the past 200-years, the Dining In tradition was relatively slow in becoming widely accepted by U.S. military officers. Still, it is a popular tradition today, though it goes by several names.

Both the U.S. Navy and Air Force call this social affair the "Dining In." The Marines and the Coast Guard refer to it as "Mess Night" and the Army calls it "Regimental Dinner."

Roots of the United States Navy Tradition: Formal dinners in wardrooms afloat and messes are among the finest traditions of military institutions, although these dinners in the Navy and Marine Corps differ slightly. Their history is replete with examples of such occasions.

The Corps' most notable early mess nights were held in Washington, DC, while the Navy functions were in wardrooms of ships anchored in foreign ports.

The Navy Department Historian, Gordon Bowen-Hassell, suggests that due to the arduous nature and length of the cruises during the 1800's, the crew virtually disbanded upon final arrival in the United States.

This, coupled with the fact that the officer corps didn't socialize as we do today, helped confine the formal dinners to the wardrooms of deployed vessels.

The practice of formal Dining In in ships was usually reserved for entertaining foreign officers and officials during port calls. In 1820, while conducting joint operations with some British ships, the officers of the USS CYANNE had many exchanges of on-board dinners with their British counterparts.

Clearly, the British introduced the formal ritualistic tradition of Guest Night to American Naval officers during such occasions. In 1853, Commodore Perry entertained dignitaries from the Lew Chew Islands aboard his flagship, SUSQUEHANNA.

The evening may not have been the formal Dining In style we know today, but full military courtesies were rendered to the guests, including Marine escorts and a three-gun salute.

These famous dinner parties were enhanced by the musical talents of the Marine Corps band. Admiral "Fighting" Bob Evans, in his autobiography, tells a story of a series of formal dinners in 1867 with the British in Hong Kong.

We can speculate that the ritualistic Guest Night procedure was followed by the British and the U.S. Naval officers reciprocated with an equally structured formal dinner. In all instances of on-board entertaining, toasting with wine was very much a part of the dinner.

Dr. John T. Bonner, Jr., in an article, "Sober Reflections on a Mess Night," for U.S. Naval Institute, "Proceedings", vol. 99, no. 11, Nov 1973: 51-55, states "...toasting, which forms an integral part of Mess Nights, traces its antecedents back for probably half a millennium."

The loyal toast or the royal toast was the British custom of drinking to the reigning monarch. Since its inception in the days of Elizabeth I, the loyal toast has always been drunk in British messes ashore and afloat. Americans transposed "King" to "President" and, until 1914, when SecNav Josephus Daniels banned alcohol in U.S. Navy vessels, U.S. Naval officers practiced loyal toasting, both ashore and afloat. (Speculation was he banned alcohol under pressure from his wife, Addie, who was very active in the Temperance Movement.)

The days of the wine mess in the wardroom ended and with it, the formal on-board dinners in the Guest Night tradition. The center of Naval social life shifted from the wardroom to the officers' club. Since 1914, the Dining In tradition has been kept alive in officers' messes ashore. The Marine Corps has served as the keeper of custom during the post-Daniels years.

While not deployed in ships, the U.S. Marine Corps officers kept the Mess Night tradition alive. One author suggests that had the Marine Corps not had "...foreign service on land, the Mess Night or Formal Dinner might have disappeared for the Marines, as well."

Despite attempts to keep it alive at sea without wine, the tradition became dormant in the Navy. The Naval service can thank the Marines for preserving the time-honored custom of Dining In.

As the Naval officers afloat were privileged to share Guest Night functions with the British, the deployed Marine forces of this century were entertained by the Royal Marines.

These exchanges of custom and tradition most certainly enhanced the traditional Marine Corps Mess Night. In 1927 in Shanghai, Marines dined with the 2nd Battalion Scots Guards; in 1930, with the Royal Ulster Rifles; in 1946, with the Royal Marines in Portsmouth.

As anyone who has had the pleasure to serve with the British knows, they are most anxious to entertain and are unquestionably, most hospitable hosts. The Marine Corps has a very structured British style Mess Night. The Navy shares most of that Marine Corps tradition.

Despite the obstacles of the twentieth century, the tradition of Dining In has not died out. Veterans of old days remember and revive the tradition at every opportunity. They recognize the important role these occasions play in preserving the tradition of Naval service.

The Evolution of Navy Dining In Policies: One should not get the impression that Mr. Daniels destroyed the social life of the Naval Officer Corps. In 1914 when he banned alcohol in ships, the world was at war; social life on board fighting ships was not part of a wartime routine.

After the Armistice of 1918, the U.S. went into a post-war disarmament program followed by the great depression, and social activities took a back seat to the task of survival in difficult times.

The depression was preempted by WWII, and social activity for sea-going men was limited to well-earned liberty. Korea followed before the Navy got fully involved in post-war reorganization. Fifty years of conflict and economic chaos, coupled with SecNav prohibition, stunted the growth of the Dining In as a Naval tradition.

Through semi-official literature, the evolution of the Mess Night can be traced even during its dormant years. In 1939, VADM Lovette (then a LCDR) published his 3rd edition of Naval Customs, Traditions and Usage.

This included as an appendix, Admiralty Fleet Order 202/27, a synopsis of the British rules of toasting at official dinners when foreign officers are present. The inclusion of this document in a U.S. Navy guide is without explanation, implying that the Admiralty rules in this area were also American Naval custom.

Interestingly, this appendix was not included in the first (1934) or second (1935) editions of Admiral Lovette's work. Seemingly, the Navy, as well as the country itself, was just beginning to feel socially-well -- a feeling interrupted by the events of Dec 7, 1941.

Literary mention of the Dining In does not reappear until 1954. That year, the Commandant of the Marine Corps, GEN Shepherd, having been one of the Marine officers hosted by the Royal Marines at Portsmouth, urged COL Heintz to include a section on Mess Night in his book, The Marine Officers' Guide.

According to MAJ Bartlett's Reflections on a New Tradition, The Marine Corps Mess Night, "...the first Mess Night in the form we recognize today was held at Marine barracks, 'Eighth and Eye' in late summer of 1954."

During the following year, a series of Marine Corps Mess Nights were held in Washington and Quantico. In 1956, COL Henil's Marine Officers' Guide was published. Section 2403 of that Naval Institute publication devotes five full pages to Mess Night procedures.

Taking a cue from the Marines, ADM Lovette revised his 4th edition (1959) of Naval Customs and Traditions by including a new appendix D. Again, the Admiral relied on the British tradition, noting that Navies of the commonwealth "...maintained consistently, the highest formal officer mess standards of the maritime countries."

His appendix entitled "Dining In the Royal Canadian Naval Mess," cites specific rules of the mess while discussing the proper Grace to be said and protocol for toasting. If we combine the Marine Corps evolved tradition as described by COL Heinl with the Anglicized formal procedures presented by ADM Lovett, we have what emerged in the bicentennial years as the "Dining In."

In November 1964, the CNO Naval History Division prepared an article on the Mess Night for BUPERS Mess Newsletter. The article was aimed at Commissioned Officers' Mess Managers and provided a synopsis of the Navy Dining In.

This was the first official mention of the event. A renaissance of the Dining In can be linked to the 200th birthday of both the country and the Navy. During the bicentennial, officials were reviving virtually every traditional event to celebrate the occasion.

Dirt Poor: The floor was dirt. Only the wealthy had something other than dirt, hence the saying, "dirt poor."

Distinguishing Marks/Rating Badges:

In 1841, insignia called "distinguishing marks" were first prescribed as part of the official uniform. An eagle and anchor emblem, forerunner of the rating badge, was the first distinguishing mark.

In 1886, rating badges were established, and some 15 specialty marks were also provided to cover the various ratings.

On 1 April 1893, Petty Officers were reclassified and the rating of Chief Petty Officer was established. Until 1949, rating badges were worn on the right or left sleeve, depending on whether the person concerned was on the starboard or port watch.

Since February 1948, all distinguishing marks have been worn on the right sleeve between the shoulder and elbow.

Ditty Box or Ditty Bag:

A box where Sailors used to keep small personal items was first known as the "ditto box" because a man was supposed to have two of everything: spools of thread, needles, buttons, etc.

With the passing of years, the "ditto" was dropped in favor of "ditty" and remains so today. Before WWI, the Navy issued ditty boxes made of wood and styled after foot lockers. These carried the personal gear and some clothes of the Sailor. Today, the ditty bag is still issued to recruits and contains a sewing kit, toiletry articles, and items such as writing paper and pens.

Dog House:

A nautical term referring to a small box-like cabin on a modern yacht. But slang usage, "in the dog house" means to be in disfavor or disgrace, and it originated in the early days during the slave trade.

Slave ships filled every nook and cranny with their unfortunate cargo and sometimes put slaves in the officers' cabins. The officers then slept on deck in small box-like uncomfortable structures which were nicknamed "dog houses," so the term "in the dog house" originated to describe being in a tough spot.

Dog Tags:

The purchasing of unofficial identification tags goes back to the Civil War. In the Navy, official identification tags, nicknamed "dog tags," go back to World War I. They were first prescribed by SecNav Josepus Daniels, 12 May 1917.

These first tags were oval, of Monel metal (a patented corrosion-resistant alloy of nickel and copper, with small amounts of iron and manganese), 1.25 inches wide and 1.5 inches long.

Perforated at one end, a single tag was to be worn around the neck on Monel wire "encased in a cotton sleeve." One side of the tag bore an etched print of the right index finger. The other side was stamped "USN", and etched with the individual's personal information.

Officers' tags bore initials and surname, rank, and date of appointment, in numerals denoting month, day and year (e.g., 1.5.16). Enlisted tags bore initials and surname, with date of enlistment and birth, in numerals as on officers' tags.

BuPers Manual, 1942, provided that "In time of war or other emergency or when directed by competent authority, individual identification tags shall be prepared and worn by all persons in the naval service suspended from the neck or from the wrist."

Each tag, worn around the neck on Monel wire, was to bear the individual's name; officer rank or enlisted service number; blood type; and if vaccinated for tetanus, the letter "T" with date and service, such as USN, USMC, etc. A right index fingerprint was etched on the reverse.

As World War II progressed, a change to the BuPers Manual prescribed the use of a second tag, individually suspended by a short length of chain so that one tag could be removed "on death or capture," leaving the other in place. Dimensions remained the same, but the tag was to be of corrosion-resisting material since Monel metal was no longer specified. They were perforated at each end, and the etched fingerprint was omitted.

Markings consisted of name; officer or enlisted file number; blood type; date of tetanus inoculation; service; and religion, if desired by service member, such as Catholic (C), Protestant (P) or Hebrew (H). When a service member was buried, ashore or at sea, one tag was to be left with the body and the other sent to BuPers "as soon as practical under the circumstances." Post War II tags were worn on a bead chain with attached short loop for the second tag.

Dogwatch:

A dogwatch at sea is the period between 4 and 6 p.m., the first dogwatch; the period between 6 and 8 p.m., the second dogwatch. The watches aboard ships are:

Noon to 4:00 p.m.	-	Afternoon Watch
4:00 p.m. to 6:00 p.m.	-	First Dogwatch
6:00 p.m. to 8:00 p.m.	-	Second Dogwatch
8:00 p.m. to midnight	-	1st Night Watch
Midnight to 4:00 a.m.	-	Middle Watch or Mid-Watch
4:00 to 8:00 a.m.	-	Morning Watch
8:00 a.m. to noon	-	Forenoon Watch

The dogwatches are only two hours each so the same Sailors aren't always on duty at the same time each afternoon.

Some experts say dogwatch is a corruption of dodge watch and others associate dogwatch with the fitful sleep of Sailors called dog sleep, because it is a stressful watch. But no one really knows the origin of this term, which was in use at least back to 1700. Since Sailors dodge the same daily routine, they are dodging the watch or standing the dodge watch. Another corrupt form, dodge became dog, and the procedure is called "dogging the watch" or standing the dog watch.

Dollar for the First Salute: See Silver Dollar, Pg's 122 -123

Don't Give Up the Ship:

President Truman signed a document 8/13/52 posthumously restoring Wm. S. Cox to the rank of third lieutenant, a rank of the Navy of Sail. The reappointment dates to Oct 17, 1874, when LT Cox died. In the "Chesapeake-Shannon" fight off Boston Harbor on June 1, 1813, James Lawrence, the Commanding Officer, was mortally wounded.

The only other surviving officer was Cox who had been promoted in battle from midshipman to third lieutenant. Lawrence ordered. "Don't give up the ship! Fight her 'till she sinks!", and then asked to be taken below for medical attention. The ship was captured and Lawrence died four days later.

A court-martial found LT Cox guilty of leaving his post during the brief engagement, took away his rank, and discharged him. Representative E. E. Cox of Georgia (no relation) sponsored the bill that restored Cox's rank. The president ordered the official rank of third lieutenant be placed in his naval records. Perhaps Cox was made the whipping boy for the loss of the CHESAPEAKE. Today, hanging in a conspicuous place of honor at the U.S. Naval Academy, is a blue flag with rough white muslin letters, the words DON'T GIVE UP THE SHIP.

Down the Hatch:

Here's a drinking expression that seems to have its origins in sea freight where cargoes are lowered into the hatch. First used by seamen, it has only been traced back to the turn of the century.

Dress Ship:

Commissioned ships are "full-dressed" on Washington's Birthday and Independence Day and "dressed" on other national holidays. When a ship is dressed, the national ensign is flown from the flagstaff and usually from each masthead.

When a ship is full-dressed, in addition to the ensigns, a rainbow of signal flags is displayed from bow to stern over the mastheads or as nearly so as the construction of the ships permit. Ships not under way are dressed from 0800 to sunset; ships underway do not dress until they come to anchor during that period.

Duffle:

A name given to a sailor's personal effects. Also spelled duffel, it referred to his principal clothing as well as to the sea bag in which he carried and stowed it. The term comes from the Flemish town of Duffel near Antwerp and denotes a rough woolen cloth made there.

Dungarees:

The modern sailor's work clothes. The term is not modern, however, but dates to the 18th century and comes from the Hindi word "dungri," for a type of Indian cotton cloth.

Webster defines this as "a coarse kind of fabric worn by the poorer class of people and also used for tents and sail." Sailors often made both their working clothes and hammocks out of discarded sail cloth. The cloth used then wasn't as well woven nor was it dyed blue, but it served its purpose.

Dungarees worn by sailors of the Continental Navy were cut from old sails and remained tan in color, just as they had been when filled with wind. After battles, it was the practice in both the American and British Navies for captains to report more sail lost in battle than actually was the case, so the crew would have cloth to mend their hammocks and make new clothes. Since the cloth was called dungaree, clothes made from the fabric borrowed the name.

In 1901, NavRegs authorized the first use of denim jumpers and trousers. The 1913 Regs originally permitted the dungaree outfit to be used by officers and enlisted with the hat of the day.

Dutch Courage:

This is a courage obtained from drink. It comes from the custom initiated by the famous Dutch Admiral, Tromp an deRuyter, of giving his crews a liberal libation before battle with the English.

The practice was naturally belittled by the English who nevertheless were forced to admit to the effectiveness of the Dutch Navy.

...**E**.....

Eagle on Crows/Devices:

For many years, the United States specified modified forms of the Napoleonic Eagle in the devices and insignia used to distinguish the various ranks and ratings of enlisted men and officers.

This eagle was usually cast, stamped, or embroidered facing left and the same practice was used by the Navy. Why the Napoleonic eagle faced left is unknown. In 1941, the Navy changed the eagles facing direction to follow the Heraldic rules which face the right toward the wearers sword arm. This rule continues to apply, and the eagle now faces to the front or the wearer's right.

Eagle Screams, The: Another way of saying it's payday.

Easter:

Easter was originally a pagan festival. The ancient Saxons celebrated the return of spring with an uproarious festival commemorating their goddess of offspring and of springtime, Eastre, which spelling eventually was changed to Easter.

When the second-century Christian missionaries encountered the tribes of the north with their pagan celebrations, they attempted to convert them to Christianity by spreading their religious message throughout the populations by allowing them to continue to celebrate pagan feasts, but to do so in a Christian manner.

Coincidentally, the pagan festival of Eastre occurred at the same time of year as the Christian observance of the Resurrection of Christ.

Prior to AD 325, Easter was variously celebrated on different days of the week. In that year, the Council of Nicaea was convened by emperor Constantine.

It issued the Easter Rule which states that Easter shall be celebrated on the first Sunday that occurs after the first full moon or after the vernal equinox. Constantine also declared that the Cross was to be the official symbol of Christianity.

The Easter Bunny symbol originated with the pagan festival of Eastre. The goddess, Eastre, was worshiped by the anglo-Saxons through her earthly symbol, the rabbit.

The Easter egg predates the Christian holiday of Easter. It was a symbol of rebirth in most cultures. Eggs were often wrapped in gold leaf, or, if you were a peasant, colored brightly by boiling them with the leaves or petals of certain flowers. (I believe the Greeks colored them red representing the Blood of Christ.)

Christ's Resurrection is a glorious one, implying not merely the reunion of body and soul, but also the glorification of the body, which knew no corruption, but rose again soon after death. The divine power which raised Christ from the grave was His own power.

The main sources which directly attest to the fact of His Resurrection are the Four Gospels and the Epistles of ST Paul. He appeared to the holy women and was seen by Mary Magdalene, by the two disciples at Ememaus, and the Eleven before his Ascension into heaven. He appeared to Peter and to the assembled disciples in Jerusalem; in essence, He was seen by more than 500 brethren and lastly by Paul, himself.

Eight Bells: See Time, Pg 134; Bell, Pg 20-21

Ensign: See Bull Ensign, Pg 24; George Ensign, Pg 59

The national flag or a junior commissioned officer in the Navy. Ensign comes from the Latin word insignia that meant and still means emblem or banner. The first ship to fly the U.S. Ensign was the RANGER, when she was commanded by the redoubtable John Paul Jones.

Back in medieval times, Lords honored their squires by allowing them to carry the ensign (banner) into battle. Later, these squires became known by the name of the banner itself.

In the Army, the lowest ranking officer was originally called "ensign" because he, like the squire of old, would one day lead troops into battle and was training to that end.

When the Navy was established, the Americans carried on the tradition and adapted the rank of ensign as the title for the junior commissioned officers. Ensigns did not join our Navy until 1862 to fill the need of a rank for graduates of the Naval Academy who had been called Passed Midshipmen and to have an equivalent rank to the Army Second Lieutenant.

Also, in 1862, Ensigns wore a sleeve stripe of one-quarter-inch wide gold lace, which increased to the present one-half-inch wide lace in 1881. The Ensign got his single gold bar rank insignia in 1922.

Eyes of the Ship: See Ship Called a She, Pg 118; Figure Heads, Pg 55

Most of the early ships had heads of mythological monsters or patrons carved in the bow; hence, the terms "figure head," "the heads" and the term "eyes of the ship" followed from the eyes of the figures placed there.

Large eyes are still painted on the bows of Chinese junks. Sailors also believe that these eyes help them and their ship through a storm by magically seeing the right of way.

One particular Sailor's tale says that on the day before he was to sail, he bought his wife two beautiful, green emeralds for earrings. He was heart broken when she did not like them; so instead, he used them as the eyes of the female figure head on the bow of his ship.

His wife had a change of heart that night, and unbeknownst to her husband, removed the emeralds from the wooden figure. She planned to wear them upon his return, but he never did.

One day after sailing, his ship steered right into a typhoon and sank. Some say it was because the ship could not see as his wife had stolen the ship's eyes. When the wife heard the news, she cried for days until she fell asleep. When she awoke, she was blind, and the two beautiful emeralds had disappeared.

...F.....

Father's Day:

The tenth fold of the American Flag is a tribute to the father, for he, too, has given his sons and daughters for the defense of our country since they were first born. Sonora Dodd, of Washington, was one of the first people who had the idea of a Father's Day while listening to a Mother's Day sermon.

She wanted a special day to honor her father, William Smart who was a Civil War vet, and who was widowed when his wife died while giving birth to their sixth child. Mr. Smart was left to raise the newborn and his other five children by himself.

After Sonora became an adult, she realized the selflessness her father had shown in raising his children as a single parent. He made all the parental sacrifices, and in the eyes of his daughter, he was a courageous, selfless man. Since her father was born in June, she chose the first Father's Day celebration in Spokane, Washington, to be 19 June 1910.

Even before Sonora, however, the idea of observing a day in honor of fathers prompted DR Robert Webb to conduct what is believed as the first Father's Day service at the Central church of Fairmont, WV, in 1908. But it was Sonora's efforts that eventually led to a national observance.

President Calvin Coolidge, in 1924, supported the idea of a national Father's Day; then in 1966, President Lyndon Johnson signed a presidential proclamation declaring the 3rd Sunday of June as Father's Day. **"One father is more than a hundred schoolmasters."** English Proverb. On a less serious note, **"To be a successful father, there's one absolute rule: when you have a kid, don't look at it for the first two years."** Ernest Hemingway.

Fathom:

Although a fathom is now a nautical unit of length equal to six feet, it was once defined by an act of Parliament as "the length of a man's arms around the object of his affection. It derives from the Anglo Saxon word, Fathem, meaning "embracing arms." Since a man stretches out his arms to embrace his sweetheart, Britain's Parliament declared that distance be called a "fathom" and it be a unit of measure. A fathom remains 6 ft.

In our nuclear Navy, Sailors can be seen "guestimating" the length of line by using the Anglo Saxon fingertip method - crude but still reliable. Every housewife measuring cloth today knows that from the tip of her nose to the tips of her fingers of one outstretched arm equals one yard. Today, of course, when one is trying to figure something out, they are trying to "fathom" it.

Feeling Blue:

This means feeling melancholy, rotten, or lousy. It used to be a custom among deep water Sailors that when the ship lost a captain or officer during a voyage, to fly blue flags and paint a blue band along the ship's hull when entering port.

Field Day: A day for general ship cleaning.

Figure Heads: See Ship called a She, Pg 118; Eyes of the Ship, Pg's 53-54

The ancient Egyptians and Greeks placed images of animals, renowned leaders, and the deities over the prows of their war vessels. It was originally a superstitious custom intended to propitiate the gods of storms.

The early Greeks named their vessels of war after goddesses and had an image of the goddess aboard. Spanish galleons in the sixteenth century carried images of patron saints of ships.

Firing Three Volleys at Funerals: See Taps played at Funerals, Pg 131

This the third time; I hope good luck lies in odd numbers...

There is divinity in odd numbers, either in nativity, chance, or death.
Shakespeare

This custom signified evil spirits were driven away as they escaped the hearts of the dead. In the Orient, firecrackers are fired to drive away evil spirits.

Before the advent of firearms, the number "3" had a mystical significance. It was used in ancient Roman funeral rites. Earth was cast three times into the sepulcher; friends and relatives called the dead three times by name; and then as they departed from the tomb, they pronounced the latin word, vale, meaning "farewell," three times. (I believe the Greeks cast earth three times on the body in an open casket at the grave sight).

First to Get off the Ship: See Ship, First to Get Off, Pg 119

Flag: See American Flag, Pg's 3-6

Flag Day:

The idea of an annual day specifically celebrating the Flag is believed to have first originated in 1885. A school teacher arranged for her pupils in Wisconsin to observe June 14 (the 108th anniversary of the official adoption of The Stars and Stripes) as "Flag Birthday."

Highly publicized in numerous magazines and newspaper articles and public addresses over the years, this snow-balled state to state; and in 1914, F. K. Lane, Secretary of the Interior, delivered a Flag Day address in which he repeated words he said the flag had spoken to him that morning: "I am what you make me; nothing more. I swing before your eyes as a bright gleam of color, a symbol of yourself."

Inspired by decades of state and local celebrations, Flag Day -- the anniversary of the Flag Resolution of 1777 -- was officially established by the Proclamation of President Woodrow Wilson on May 30, 1916. While Flag Day was celebrated in various communities for years after Wilson's proclamation, it was not until August 3, 1949, that President Truman signed an Act of Congress designating June 14 of each year as National Flag Day.

Flat Hats:

First authorized in 1852 and eliminated 1 April 1963 due to non-available materials. The original hats had unit names on the front; however, unit names were taken off January, 1941.

Flogging:

In 1851-53, Commodore R. F. Stockton, Senator from California, restricted flogging by legislation and on July 27, 1862, Congress abolished flogging. The Navy Department reported that "It would be utterly impractical to have an efficient Navy without this form of punishment."

Many Sailors have long advocated reform in punishment and presented memorials to Congress requesting no change in the state, stating that without drastic punishment, the good men would have to do the work of the shirkers. After this act was passed, SecNav Gideon Welles reported on December 4, 1862, that it was impossible to reenlist the better class of seamen. The sober hard-working men considered they had been performing duties of the shirkers and the indolent. This led to a change in the enlistment system and Navy training.

Flotsam: Goods and wreckage that float when thrown overboard; **JETSOM** is goods or wreckage that sink when thrown overboard.

Flying Dutchman:

One superstition has it that any mariner who sees the ghost ship called the "Flying Dutchman" will die within the day.

The tale of the "Flying Dutchman" trying to round the Cape of Good Hope against strong winds and never succeeding, then trying to make cape Horn and failing there, too, has been the most famous of maritime ghost stories for more than 300 years.

The cursed spectral ship sailing back and forth on its endless voyage, its ancient white-hair crew crying for help while hauling at her sail, inspired Samuel Taylor Coleridge to write his classic, The Rime of the Ancient Mariner to name but one famous literary work. The real Flying Dutchman supposedly set sail in 1660.

Forecastle:

The appropriate pronunciation for this word is "fo'ksul." The forecandle is the forward part of the main deck. It derives its name from the days of Viking galleys when wooden castles were built on the forward part of the main deck from which archers and other fighting men could shoot arrows and throw spears.

Fouled Anchor: See Chief Petty Officers' Anchor, Pg's 32-34

Fourth of July: (4th of July - Independence Day)

A group of settlers known as Pilgrims settled in a place known as Plymouth. The settlements grew, and 13-colonies were established. Although the settlers original fled England to avoid religious persecution, they found themselves under British rule.

The colonies struggled for independence and autonomy from the clutches of England for many years. England was far away and was unable to be actively involved with the welfare of the colonist. They did, however, levy heavy taxes on all products going to the colonies.

"Taxation without representation!" That was the battle cry of the 13 colonies in America which were forced to pay taxes to England's King George III, with no representation in Parliament. As dissatisfaction grew, British troops were sent in to quell any signs of rebellion, and repeated attempts by the colonist to resolve the crisis was proved fruitless.

On June 11, 1776, the colonies' Second Continental Congress meeting in Philadelphia formed a committee with the express purpose of drafting a document that would formally sever their ties with Great Britain. The committee included Thomas Jefferson, Benjamin Franklin, John Adams, Roger Sherman and Robert R. Livingston.

The document was drafted by Jefferson who was considered the strongest and most eloquent writer (nevertheless, a total of 86 changes were made to his draft). The final version was officially adopted by the Continental Congress on July 4, 1776. It was announced to the world that the United Colonies are Free and Independent States and absolved their ties with England, thus beginning the war for independence. They had declared their right to "Life, Liberty, and the Pursuit of Happiness."

On July 8, 1776, the first public readings of the Declaration were held in Philadelphia's Independence Square to the ringing of bells and band music. One year later on July 4, 1777, Philadelphia marked Independence Day by adjourning Congress and celebrating with bonfires, fireworks, and ringing church bells.

The "Province Bell" would later be renamed "Liberty Bell" after its inscription, "Proclaim Liberty Throughout All the Land Unto All the Inhabitants Thereof.". This custom eventually spread to other towns where the day was marked with processions, oratory, picnics, contests, games, military displays and fireworks. Observations throughout the nation became even more common at the end of the War of 1812 with Great Britain. The Declaration of Independence has since become our nation's most cherished symbol of liberty.

Freedom Isn't Free:

I watched the flag pass by one day; it fluttered in the breeze.
A young Marine saluted it, and then he stood at ease.
I looked at him in uniform, so young, so tall, so proud.
With hair cut square and eyes alert, He'd stand out in a crowd.

I thought, how many men like him had fallen through the years?
How many died on foreign soil? How many mother's tears?
How many pilots' planes shot down as they fought across the sea?
How many foxholes turned to graves? No, freedom is not free.

I heard the sound of Taps one night, when everything was still.
I listened to the bugler play, and felt a sudden chill.
I wondered just how many times that Taps had meant , "Amen",
When a flag had draped a coffin of a brother or a friend.

I thought of all the children of the mothers and the wives,
Of fathers, sons, and husbands with interrupted lives.
I thought about a graveyard at the bottom of the sea,
Of rows of graves in Arlington, No, Freedom isn't free!

Friday Superstition:

The reluctance of seaman to sail on a Friday reached such epic proportions that many years ago, the British Government decided to take strong measures to prove the fallacy of the superstition. They laid the keel of a new vessel on Friday, launched her on a Friday and named her HMS FRIDAY.

They then placed her in command of one Captain Friday and sent her to sea on Friday. The scheme worked well, and had only one drawback -- neither ship nor crew were ever heard from again.

Frocking:

An early use of frock (15th century) referred to the long habit characteristically worn by monks. The frock coat, a long-skirted garment coming almost to the knees, became a popular fashion for men in the early 19th century and was quickly adopted for military uniforms.

An alternate explanation for the term frock coat is an ornamental closure called a frog which consisted of a spindle-shaped button passing through a loop of material or braid which was typical of uniforms as early as the mid-18th century.

The current usage of frocking is related to the officers' frock coats. "To frock" relating originally to the monk's cloak, meant to invest with priestly office or privilege. Perhaps this idea of establishing position by the donning of a particular garment is resurrected here.

Another explanation was that a midshipman wore a short coat whereas the lieutenant wore a frock coat. When a midshipman was appointed to act in the capacity of a lieutenant, he wore the uniform of the latter. In this instance, it could be said he was frocked.

Funerals: See American Flag for Military Funeral, Pg's 6-8

...G.....

Gadgets: This well-known word was originally the nautical name for hooks and derives from the French Gache.

Galley:

The galley is the kitchen of the ship. The best explanation as to its origin is that it is a corruption of gallery. Ancient Sailors cooked their meals on a brick or stone gallery laid amid ships.

Galley West:

Galley West, as used in the expression, "knocked him galley west," is a reminder that the Vikings, when a chief died, placed his body aboard his galley or long boat, and after setting it afire, started it sailing toward the west. The old British term was collywest.

Galley Yarn: Also known as Mess Deck Intelligence
See Scuttlebutt, Pg 116

Gangway:

This command should be given by anyone who observes an officer or important civilian approaching an area where his or her passage is blocked. Enlisted persons should not use this word to clear a passage for themselves or for other enlisted men, but should say, "Coming Through" or "Make a Hole" or something to that effect.

When the command Gangway is given, the senior petty officer in the vicinity should see that it is carried out.

Garrison Cap: See Go to Hell Hat, Pg 60

Geedunk:

To most Sailors, the word geedunk means ice cream, candy, potato chips and other assorted snacks or even the place where they can be purchased. There are several plausible theories where the term originated.

In the 1920's, a comic strip character named Harold Teen and his friends spent a great amount of time at Pop's Candy Store. The store's name was "The Sugar Bowl", but Harold and company always called it the "geedunk" for reasons never explained.

The Chinese word (meaning a place of idleness) sounds something like "geedung". "Geedunk" is the sound made by a vending machine when it dispenses a soft drink in a cup.

It may be derived from the German word "tunk" meaning to dip or sop either in gravy or coffee. Dunking was a common practice in days when bread, not always obtained fresh, needed a bit of "tunking" to soften it.

The "ge" is a German unaccented prefix denoting repetition. In time, it may have changed from "getunk" to "geedunk". An expression, "The Roach Coach is on the Pier," means the geedunk is opened for business.

General Orders:

1. To take charge of this post and all government property in view.
2. To walk my post in a military manner, keeping always on the alert and observing everything that takes place within sight or hearing.
3. To report all violations of orders I am instructed to enforce.
4. To repeat all calls from posts more distant from the guard house than my own.
5. To quit my post only when properly relieved.
6. To receive, obey, and pass on to the sentry who relieves me all orders from the commanding officer, command duty officer, officer of the deck, and officers and petty officers of the watch.
7. To talk to no one except in the line of duty.
8. To give the alarm in case of fire or disorder.
9. To call the officer of the deck in any case not covered by instructions.
10. To salute all officers and all colors and standards not cased.
11. To be especially watchful at night; and during the time for challenging, to challenge all persons on or near my post and to allow no one to pass without proper authority.

George Ensign: See Ensign, Pg 53; Bull Ensign, Pg 24

This title refers to the junior Ensign aboard. Rumor has it the Ensign dresses in choker whites and serves coffee to the Commanding Officer.

In some squadrons, the George Ensign is ordered to climb up to the chandelier or some other high place to put the squadron's flag/emblem so the rival squadrons can't capture it.

Get the Point:

When a British officer is court-martialed, the verdict of the court is made plain to him by placing his sword on a table. If the hilt is toward him, he has been found not guilty. If the point is toward him, he has been found guilty. He "gets the point" without a word being said.

Getting the Short End of the Stick:

Before there was electricity, candles were used and were expensive to make, so reeds were dipped in tallow and burned instead. When visitors came, it was the custom for guests to make their exit by the time the lights went out. So, if your hostess didn't want you to stay late, he would give you a "short stick."

GI: See Brass, Pg 24

The use of "GI" (soldier) was originally an expression of belittlement or contempt. It meant something that was "Government Issue" and therefore totally devoid of any individuality, intelligence, or character.

The expression is closely associated with GI can (standing for "galvanized iron"), so the GI can, in turn, is associated with garbage. When the Old Army used the expression, it was a case of "When you call me that, smile."

The term gained great currency during WWII and started out as a good-humored expression of self-deprecation by the citizen-soldier. The press picked it up as an apt term for men who considered themselves to be "civilians in uniform" more than soldiers.

Any newspaperman will tell you how much easier it is to fit GI into headlines than it is to handle a longer word like soldier. The word "Brass" was popular with the press for much the same mechanical reasons.

Gibson Girl: This term refers to portable radios for sending distress signals; they are carried on life rafts.

Glove - Removing the Right Glove:

The practice of raising the right hand ungloved came from the early days in England when all criminals were branded on the right hand. The hand was bared in order to ascertain whether or not the witness to be sworn was branded.

Golf:

In Scotland, a new game was invented. In those days, women were often excluded, and this was no exception. The club house used to display a large sign, "Gentlemen Only; Ladies Forbidden;" thus, the word golf entered the English language.

Go-to-Hell Hat: A slang term for the "overseas hat" or "garrison hat"; also known as "p__-cutter" -- not a very nice term.

Goat Locker: See Mascots, Pg 83

Entertainment on liberty took many forms, mostly depending on the coast and opportunity. One incident which became tradition was at a Navy-Army football game.

In the early sailing years, livestock would travel on ships, providing the crew fresh milk, meats, and eggs, as well as serving as ships' mascots.

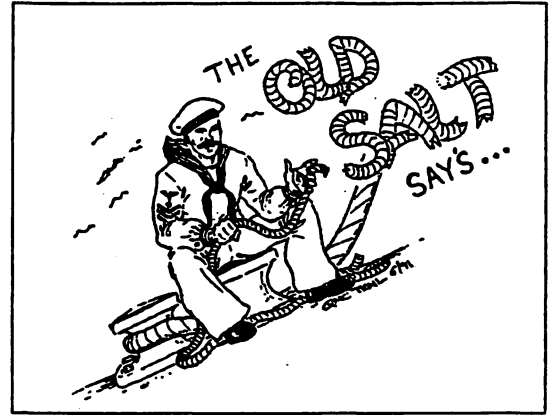


The information for "The Old Salt Says" is compiled by QMCS(SWIAW) John M. Trail, NAVSTA Everett Port Operations.

GIG

It used to be that if a chief petty officer stopped you on the base while walking around and sighted you for some uniform infraction, you would be immediately put on the "Gig" list. This list would make its way back to your command and you would often pay dearly for it with extra duty.

The word gig has the same origins as jig, which refers to the Old French method of jerking a line with a series of hooks on it through a passing school of fish. In this case, the hooked fish were Sailors recorded on a list for some minor infraction, like being below uniform standards or a much needed hair cut.



The information for "The Old Salt Says" is compiled by QMCS(SWIAW) John M. Trail, NAVSTA Everett Port Operations.

ANIMALS AT SEA

Avast there shipmates. Sailors are ingenious in coming up with simple names for running and standing rigging, ground tackle, ships fixtures, different rigs and hull shapes. They are adept at naming them after familiar things, and quite a few are named after animals.

You will hear of the "cat head, dogging wrench, fish plate, dolphin striker, bill, acorn, goat locker, pigeon hole, fore foot, dog watch, devils claw, bill board, crows nest, bumpkin, martingale, bobstay, manger board, bobstay, cockpit, bullwarp, pea, sister hooks, manger board, norman pin, staple, flash plate, just to name a few.

One pet, a goat name El Cid (meaning Chief) was the mascot aboard the USS NEW YORK. When its crew attended the fourth Navy-Army football game in 1893, they took El Cid to the game which resulted in the West Pointers losing. El Cid (The Chief) was offered shore duty at Annapolis and became the Navy's mascot. This is believed to be the source of the old Navy term, "Goat Locker."

Gob:

An abbreviation of the Chinese transcription of the Spanish word Captain, "kia-pi-tan" in Pekingese (Mandarin) but which the people in Canton and Hong Kong pronounced "gob-bid-din". The term was applied to captains of foreign ships and to all foreign Sailors on their ships. The longer word was later shorten to Gob.

The continued use of the word, now applied only to Sailors of the Navy, was essentially complimentary rather than either unworthy or undignified. Today, it is not considered good usage.

God Bless America: The Story of God Bless America and the Lady Who Made it Famous

While the storm clouds gather far across the sea,
Let us swear allegiance to a land that's free;
Let us all be grateful for a land so fair,
As we raise our voices in a solemn prayer:

GOD BLESS AMERICA

God Bless America,
Land that I love...
Stand beside her, and guide her
Through the night with a light from above.
From the mountains, to the prairies,
To the ocean, white with foam...
God bless America...
My home sweet home.

God Bless America,
Land that I love...
Stand beside her, and guide her,
Through the night with the light from above.
From the mountains, to the prairies,
To the ocean, white with foam,
God Bless America,
My home sweet home.

It was in the fall of 1938 as war was again threatening Europe that Irving Berlin decided to write a "peace" song. Then he recalled his God Bless America song that he had written twenty years earlier. He made some alterations to reflect the different state of the world, and God Bless America was born.

Singer Kate Smith introduced God Bless America during her radio broadcast on Armistice Day, 1938. The song was an immediate sensation, and its sheet music was in great demand. As a result, Berlin soon established the "God Bless America Fund," dedicating the royalties to the Boy and Girl Scouts of America.

Another Origin: The next time you hear or sing God Bless America, think about the fact that it almost never was.

Kate Smith was looking for a new patriotic song. She visited her favorite song writer, Irving Berlin, in hopes he would have something for her. He was involved with several projects and apologetically told her he had nothing in mind and didn't have time to write anything.

Kate Smith persisted: she refused to leave his office until he composed a new song for her. After much thought, Mr. Berlin went to his file cabinet and pulled out some very yellowed and tattered sheet music. He had written God Bless America over 15-years earlier, but tossed it aside, thinking it wasn't worth the effort, but handed it to Kate Smith, anyway -- the rest is history.

KATE SMITH

Kate Smith, the "Songbird of the South," was one of the most popular stars of the pre-World War II era and one of America's most beloved entertainers. She was a chubby Southern girl without professional training. But she knew she could sing and at sixteen, went to New York City to prove it.

She overcame early humiliations to become "America's Songbird" with her own top-of-the-ratings radio and television programs. In the process, she broke social barriers against single working women and proved there is more than one mold of femininity. Her thoughts on never marrying:

"I believe a great deal of happiness can be found in every circumstance. It isn't only a matter of being married or unmarried.

"It's more a matter of being complete or incomplete as a human being, of exploring and employing the best that's in us, of adapting and remaining forever flexible and of resisting being categorized, labeled, pigeon-holed or price-tagged.

"You can live a fairly full life in an imperfect world if you have the courage to be you and seek out and face all the facts; the facts of life which are never all you dreamed it would be, but which, nevertheless, is your own life which you can function well and be important to yourself and others."

She remains best remembered for her definitive version of the patriotic anthem, God Bless America which became a hit on no less than three separate occasions.

Gold or Goldbricking:

This term for loafing achieved its widest use as a military slang, but has been in common use for many years as a term describing the avoidance of work or shirking.

Anything worthless which has been passed on as genuine is also referred to as a goldbrick. It originally referred to a bar of worthless metal which has been gilded to make it appear to be solid gold.

Golden Dragon: A Sailor who has crossed the International Date Line and entered the "Realm of the Golden Dragon" is so-called.

Graveyard Ship or Dead Ringer or Bell: See Wake, Pg 143

Back in the olden days, when they ran out of places to bury people, they would dig up coffins, take the bones to a "bone house" and re-use the grave. When reopening these coffins, one out of 25 were found to have scratch marks on the inside which meant people had been buried alive. Thereafter, they tied a string on the wrist of the corpse, led it through the coffin and up through the ground and tied the other end to a bell.

Someone would have to sit out in the graveyard all night (the graveyard shift) to listen for the bell. A buried person could thus be "saved by the bell" but was more likely a dead ringer.

Gray Navy Uniforms:

Gray uniforms in the same style as khaki were first introduced on 15 April 1943 as an officer's uniform. On 3 June 1943, the uniform was extended to include Chief Petty Officers. On 31 March 1944, cooks and stewards were permitted to wear the gray uniform. The Navy abolished use of "grays" on 15 October 1949.

Green Uniform (Aviation): See Khaki, Pg 71

In Sep 1917, the "Forestry" green uniform of the U.S. Marine Corps was authorized for aviation officers as a winter working uniform.

The earliest use of the uniform by enlisted men came in 1941 when Chief Petty Officers designated as Naval Aviation Pilots were authorized to wear it. In November 1985, Aviation Greens were authorized for wear by women in the aviation community.

Grog: See Splice the Main Brace, Pg 126

A mixture of alcoholic liquor and water, first issued in the British Navy. The Sailors drank straight rum until in 1741, Admiral Vernon suggested the government could save money by diluting it, fifty-fifty, with water.

As the Admiral always wore a cloak of groggam, a fifty-fifty mixture of silk and wool, his men nicknamed him "Old Grog." Jeering Sailors at once nicknamed the new drink grog, and the name has stuck to this day.

Bucket of Grog: the Swedes knew how to make their holidays happy. The custom aboard Swedish vessels was to place a bucket of grog between 24 December and 01 January at the wheel for whoever wanted a drink. The records don't state what kind of course the helmsman steered. "Splice the Main Brace, All Hands Forward" is a summons to an extra ration of grog for work well-done.

GROG SONG

Well it's all for me grog, me jolly jolly grog;
It's all for me beer and tobacco.
For I spent all me tin on the lassies drinking gin,
'Far across the western ocean I must wander.

Where are me boots, me noggin', noggin' boots,
They're all gone for beer and tobacco.
For the heels they are worn out,
And the toes are kicked about,
And the soles are looking out for better weather.

Where is me shirt, me noggin', noggin' shirt,
It's all gone for beer and tobacco.
For the collar is all worn,
And the sleeves they are all torn,
And the tail is looking out for better weather.

I'm sick in the head, and I haven't been in bed,
Since first I came ashore from me slumber;
For I spent all me dough on the lassies, don't you know,
Far across the western ocean I must wander.

Groundhog Day: Is it Spring yet?

The lowly groundhog, often called a woodchuck, is the only mammal to have a day named in his honor.

German immigrants, known as Pennsylvania Dutch, brought the tradition to America in the 18th century. They had once regarded the badger as the winter-spring barometer, but the job was reassigned to the groundhog after importing their Candlemas tradition to the U.S. Candlemas commemorates the ritual purification of Mary, 40 days after the Birth of Jesus.

Candlemas is one of the four "cross-quarters" of the year, occurring half-way between the first day of winter and the first day of spring. Traditionally, if Candlemas was sunny, the remaining six weeks of winter would be stormy and cold.

But if it rained or snowed on Candlemas, the rest of the winter would be mild. If an animal sees its shadow, it must be sunny, so more wintry weather is predicted.

**If Candlemas be fair and bright, Winter has another flight.
If Candlemas brings clouds and rain, Winter will not come again.**

Traditionally, the groundhog is supposed to awaken on February 2, Groundhog Day, and come up out of his burrow. If he sees his shadow, he will return to the burrow for six more weeks of winter.

If he doesn't see his shadow, he remains outside and starts his year because he knows that spring has arrived early.

In the U.S., the official groundhog is kept in Punxsutawney, PA. Every February 2, amid a raucous celebration early in the morning, "Punxsutawney Phil," as the groundhog is called, is pulled from his den by his keepers who are dressed in tuxedos. Phil then whispers his weather prediction into the ear of his keeper who then announces it to the anxiously-awaiting crowd.

Gundecking:

In the modern Navy, falsifying reports, records and the like is often referred to as gun decking. The origin of the term is somewhat obscure, but at the risk of gun decking, here are two plausible explanations for its modern usage.

The deck below the upper deck on British sailing ships-of-war was called the gun deck, although it carried no guns. This false deck may have been constructed to deceive enemies as to the amount of armament carried, thus the gun deck was false.

A more plausible explanation may stem from shortcuts taken by early Midshipmen when doing their navigation lessons. Each Mid was supposed to take sun lines at noon and star sights at night and then go below to the gun deck, work out their calculations and show them to the navigator.

Certain of these young men, however, had a special formula for getting the correct answers. They would note the noon or last position on the quarterdeck traverse board and determine the approximate current position by dead reckoning plotting. (See Dead Reckoning, Pg 45)

Armed with this information, they proceeded to the gun deck to gun deck their navigation homework by working backwards from the dead reckoning position.

Gun Salutes: See Twenty-one Gun Salute, Pg's 137-139; Salute, Pg's 114-115

In the days of cannon, it took as long as twenty minutes to load and fire a gun. When a ship fired her guns in salute, she rendered herself powerless for the duration.

By emptying their guns, the ship's crew showed shore batteries and forts that they were no threat. This gesture became a show of respect, with both shore and ship gun batteries firing volleys.

While many people like to say the 21-gun salute was a tribute to the American Revolution, a number determined as a result of adding together the numbers 1+7+7+6, the truth is the 21-gun salute was an effort to cut costs.

The habit of firing salutes became wasteful with ships and shore batteries firing shots for hours on end. This was expensive for ships which had a limited space to store powder.

The British admiralty first dictated the policies now in place as a practical matter to save gunpowder. The rule was simple: for every volley fired by a ship in salute, a shore battery could return up to three shots.

The regulations limited ships to a total of seven shots in salute, so the 21-gun salute became the salute used to honor only the most important dignitaries.

Today, the NavRegs proscribe that only those ships and stations designated by the Secretary of the Navy may fire gun salutes. A national salute of 21-gun salute is fired on the following days.

Washington's Birthday...Memorial Day...Independence Day...To Honor the President of the United States...To Honor Heads of Foreign States

Additionally, ships may, with approval from the office of the Secretary of the Navy, provide gun salutes for naval officers on significant occasions, using the following protocol:

Admiral.....17 guns
Vice Admiral.....17 guns
Rear Admiral (upper half)...13 guns
Rear Admiral (lower half)...11 guns.

All gun salutes are fired at five second intervals. Gun salutes will always total an odd number.

Gung Ho:

This term comes from the Chinese, meaning to have an eager and determined attitude; a real eager beaver; to work together. Marines are often described as "gung ho."

...**H**.....

Halloween:

Some claim Halloween is an annual celebration as a kind of demon worship; others feel it is just a harmless vestige of some ancient pagan ritual.

The word has its origins in the Catholic Church. It comes from a contracted corruption of All Hallows Eve. The Catholics observe November 1 as "All Saints Day" in honor of saints.

But in the 5th century BC, in Celtic Ireland, summer officially ended October 31. One story has it on that day, the disembodied spirits of all those who had died throughout the preceding year would come back in search of living bodies to possess for the next year, their only hope for the after-life. The Celts believed all laws of space and time were suspended during this period, allowing the spirit world to intermingle with the living.

The stili-living, however, didn't want to be possessed, so on the night of October 31, villagers would extinguish the fires in their homes to make them cold and undesirable. They would then dress up in all manner of ghoulish costumes and noisily paraded around the neighborhood, being as destructive as possible in order to frighten away spirits looking for bodies to possess. (Favorite pranks in New England included tipping over outhouses and unhinging fence gates).

As belief in spirit possession waned, the practice of dressing up like hobgoblins, ghosts, and witches took on a more ceremonial role. The Romans adopted the Celtic practice as their own, such as their day to honor Pomona, the Roman goddess of fruit and trees. The symbol of Pomona is the apple, which might explain the origin of our modern tradition of bobbing for apples on Halloween.

The custom of trick or treating is thought to have originated, not with the Irish Celts, but with a ninth-century European custom called "souling." On November 2, "All Souls Day", early Christians would walk from village to village begging for "Soul Cakes" which were made out of square pieces of bread with currants.

The more soul cakes the beggars would received, the more prayers they would promise to say on behalf of the dead relatives of the donors. At the time, they believed the dead remained in limbo for a time after death, and that a prayer, even by strangers, could expedite a soul's passage to heaven.

The Jack-o-lantern custom probably comes from Irish folklore. A man named Jack, notorious as a drunkard and trickster, tricked Satan into climbing a tree.

Jack then carved an image of a cross in the tree's trunk, trapping the devil up the tree. Then, Jack made a deal with the devil that if he would never tempt him again, he would promise to let him down from the tree.

After Jack died, he was denied entrance to Heaven because of his evil ways, but he was also denied access to Hell because he had tricked the devil. Instead, the devil gave him a single ember to light his way through the frigid darkness. The ember was placed inside a hollowed-out turnip to keep it glowing longer.

The Irish used turnips as their Jack-o-lantern, but when the immigrants came to America, they found that pumpkins were far more plentiful than turnips, so they switched to the pumpkin.

Some cults may have adopted Halloween as their favorite holiday, but the day itself did not grow out of evil practices. It grew out of the rituals of Celts celebrating a New Year and out of Medieval prayer rituals of Europeans. Halloween is only as evil as one cares to make it.

Hammocks:

Swinging beds for Sailors were first used by Columbus who discovered their practical use from natives in the West Indies.

Hand-me-Downs:

Shoddy stores along waterfronts used to be filled with pea jackets, oil skins, sou'westers, double-breasted serge coats or brand new sea boots hocked by hungry owners and sold at scandalous prices.

They all hung on hooks high above one's head and all requiring the use of a stepladder or a chair and a stick with a hook on it in order to be brought down for the prospective buyer's inspection. Thus, "hand-me-down."

Hand Grenades:

These deadly little weapons were probably invented by Chinese pirates who packed gunpowder into short lengths of bamboo and fitted each one with a fuse much like a firecracker.

Hands off: As punishment for pulling a knife during a fight with a shipmate, old Admiralty laws decreed that the offender should have his hand cut off.

Happy Hour: See Social Hour, Pg's 124-125

Hash Mark:

A stripe worn on a sailor's sleeve to denote four years of service, the inference being that in such a period, he ate a lot of "hash".

Havelock: See Women's Covers/Hat, Pg 146

Hawsepipe:

We hear an old chief petty officer who claims he came into the Navy through the hawsepipe. Hawsepipe means a person is salty and savvies the ways of the sea because he began his nautical career on the lowest ladder of the deck force.

A hawsepipe or hawsehole is a hole in the bow of the ship through which the anchor chain runs.

He Knows the Ropes: See Ropes, He Knows the Ropes, Pg 110

Head:

The "head" aboard ship is the bathroom. The term comes from the days of sailing ships when the place for the crew to relieve themselves was all the way forward on either side of the bowsprit, the integral part of the hull to which the figurehead was fastened. The ships' "latrine" in sailing days was located forward on the ship as possible, since wind was usually from aft or abeam.

High Seas:

The entire ocean beyond the three-mile limit where no nation has special privileges or jurisdiction. (Note: Nations now claim 10-mile, 12-mile, or more limits).

Hit the Deck: Navy glossary means rousing men from bunks at reveille.

Holy Joe: See Chaplain, Pg 30; Padre, Pg 101

Holy Joe, a traditional shipboard slang term used for a preacher, is generally supposed to have been coined for Joseph Smith, founder and Prophet of the Mormons -- the Church of the Latter-Day Saints. Navy chaplains are more commonly called "padre," Latin for father.

Holystone:

The last navy ships with teak decks were the battleships which are now decommissioned. Teak and other wooden decks were scrubbed with a piece of sandstone.

The stone at one time was nicknamed by an anonymous witty sailor as the holystone. Sailors had to kneel as if in prayer when scrubbing the decks. Holystone was often called so because it is full of holes.

Honor Code: See Code of Conduct, Pg's 36-37

"A Naval Officer does not lie, cheat or steal, nor tolerate those who do."

This code is a practical guidepost for future conduct, both professional and personal.

Personal honor and integrity are the traditional hallmarks of the Naval Officer. The confidence of seniors, the faith of contemporaries, and the respect of subordinates depend upon the absolute trustworthiness of the individual officer. There is no room for compromise.

One of the most significant core values of a newly commissioned officer is honor. You are assumed to be honorable by everyone you meet, both in the Navy and in your civilian dealings. Your word is your bond -- if you say it is so, it must be so; if you say all personnel are present, it will not be questioned; your signature is a testimony of truth.

It establishes a principle of higher value than personal friendship and requires acceptance of an ideal that demands positive action in judging the conduct of another.

The underlying principles of the honor code are truth and honesty. Its objective is to inspire and encourage officers to act honorably in all actions, both within and outside of the Navy establishment. Lying, cheating, stealing, or tolerating any of these acts by other officers are all violations of the code.

HOO-AH!: (Also OOH-RAH! And HOO-YA!)

This all-purpose exclamation affirmation, and declaration of pride that started in the Army but has since made its way into the Air Force, and on occasion, has even augmented the Navy's ancient aye-aye.

The **Marines** have their own chest-thumping version, **OOH-RAH!**, but they'll tell you that an ooh-rah is no more to be confused with a hoo-ah than a caisson is with a quesadilla.

Where these joyful noises come from, nobody knows exactly. Theories run the gamut from a toast in the Indian wars of the 1840's to an abridged version of "heard, understood, and acknowledged" -- courtesy of eager acronym spinners in the U. S. Department of Defense. Some have suggested the expression derives from the rueful Army adage, "Hurry up and wait."

Ooh-rah is the motivational cry of choice at Navy boot camp. Ooh-rah and hoo-ah are both heard on Navy bases and on ships at sea, but except for the SEALs's spirited **HOO-YA**, the use of such expressions is inconsistent.

All that's really known is that for years, the expression was barely heard outside of military bases.

Then in 1992 came the famous volley of hoo-ahs from retired Army LtCol Frank Slade, the blind, alcoholic, tango-dancing officer in "Scent of a Woman." And now, thanks to non-stop coverage of the war in Iraq, it's all over the place. In a town hall meeting at FT Hood, TX, remarks by SecDef Rumsfeld were peppered by 32-hoo-ahs.

Like an Army entrenching tool, the expression has a multitude of uses. It means: "Yes Sir, I'm ready to do the job." "Good to go"; "Congratulations!"; "Absolutely, I agree!"; "Howdy!"; "Let's go cover ourselves with glory!"; and even, "Have a nice day!".

Hooker:

This was a British term for certain small vessels trading between British ports and the Hook of Holland. The word now means any small or clumsy sea-going craft. It also is a common substitute for prostitute.

Horse Latitudes:

The words of Samuel Taylor Coleridge, "Idle as a painted ship upon a painted ocean" well describes a sailing ship's situation when it entered the horse latitudes.

Located near the West Indies between 30- and 40-degrees north latitude, these waters were noted for unfavorable winds that becalmed cattle ships heading from Europe to America.

Often, ships carrying horses would have to cast several overboard to conserve drinking water for the rest as the ship rode out the unfavorable winds. Because so many horses and other cattle were tossed to the sea, the area came to be known as the "horse latitudes".

Hunky Dory or Hunky-Dori:

A slang term meaning everything is o.k. It was coined from a street named Honkidori in Yokohama. As a sailor could find anything he wanted in that street, its name became synonymous for anything that is enjoyable or satisfactory.

...I.....

Ill-wind:

The old saying, "It's an ill wind that blows nobody any good" was originally exclusively nautical and meant that no matter which way the wind blew, some ships must surely profit from its direction

Independence Day: See Fourth of July, Pg's 56-57

Irish Pennant:

Irish Pennant is a Navy glossary meaning loose threads on a uniform. This is any piece of line or rope not properly secured and hanging in an untidy manner or an unwhipped rope end. It is no longer Politically Correct usage so as not to offend the Irish.

...J.....

Jack: (Ensign/Flag)

The Jack is a replica of the blue, star-studded field of the National Ensign that is flown by ships at anchor from 8 a.m. to sunset.

The Jack is hoisted at a yardarm when a general court-martial or a court of inquiry is in session. It is half-mast if the Ensign is half-mast, but it is not dipped when the Ensign is dipped.

Jack Tar:

Tar was used extensively on wooden ships particularly for a waterproof coating for the rigging. The jumper's wide collar, which was originally detachable, also prevented tar stains on the body of the uniform.

In the days of sail, long hair was common for Sailors who wore it in a pigtail, probably to prevent it from tangling in the rigging, and coated it with tar -- again to prevent loose strands from snagging (hence the sailor's nickname, Jack Tar).

Jacob's Ladder:

A portable ladder made of rope or metal and used primarily as an aid in boarding ship. Originally, it was a network of line leading to the sky sail on wooden ships.

The name alludes to the Biblical Jacob from the Book of Genesis, who saw a vision of a ladder (with angels on it) ascending from earth to Heaven.

Anyone who has ever tried climbing a Jacob's ladder while carrying a sea bag can appreciate the allusion. It does seem that the climb is long enough to take one to heaven.

Jetson: Goods which sink when thrown overboard at sea. **FLOTSAM** is wreckage or goods that float when thrown overboard.

Joint Chiefs of Staff: "PURPLE"

Known as PURPLE because of the combination of all the different uniform colors; services blended.

Jumper Flaps:

The collar originated as a protective cover for the jacket to protect it from the grease or powder normally worn by seaman to hold hair in place. It also prevented tar stains on the body of the uniform.

Jumper Stripes and Stars on Jumper Uniforms:

On 18 January 1876, Rear Admiral Stephen B. Luce recommended a collar with stars and stripes as a substitute for the plain collar used on the frocks of seamen. Three stripes on the collar was proposed for all grades, with the stripes on the cuffs to indicate grade. One stripe for E-1, etc.

Jury Rig: A makeshift rig of mast and sail or other gear.

...**K**.....

Keel Hauling:

A naval punishment on board ships said to have originated with the Dutch but adopted by other navies during the 15th and 16th centuries. A rope was rigged from yardarm to yardarm, passing under the bottom of the ship, and the unfortunate delinquent secured to it, sometimes with lead or iron weights attached to his legs. He was hoisted up to one yardarm and then dropped suddenly into the sea, hauled underneath the ship and hoisted up to the opposite yardarm -- the punishment being repeated after he had time to recover his breath.

While he was under water, a great gun was fired, "...which is done as well to astonish him so much the more with the thunder of the shot, as to give warning until all others of the fleet to look out and be wary by his harms" (by Nathaniel Boteler, "A Dialogical Discourse (1634).". The US Navy never practiced keel hauling.

Another explanation: As late as the 19th century, it was a dire and often fatal torture employed to punish offenders of certain naval laws. An offender was securely bound both hand and foot and had heavy weights attached to his body.

He was lowered over the ship's side and slowly dragged along under the ship's hull. If he didn't drown (which was rare), barnacles usually ripped him, causing him to bleed to death. All navies stopped this cruel and unusual punishment years ago; and today, any such punishment is forbidden.

Keep 'em Flying: This was an Air Corps motto in WWII, but the Navy out-flew the Air Corps. The USS ENTERPRISE, in the war zone in 1945, kept planes in the air continuously, day-and-night, for 174-hours.

Keep Your Shirt On:

"Don't get fighting mad" comes down from the Vikings who gave us the term berserk because they used to fight with their shirts off. Berserk, meaning violently and destructively frenzied, means bare of shirt, as serk was the Norse word for shirt.

Khaki: See Green Uniform, Pg 63;

Originated in 1845 in India where British soldiers soaked white uniforms in mud, coffee, and curry powder to blend in with the landscape.

Khakis made their debut in the USN in 1912 when they were worn by naval aviators and were adopted for submarines in 1931. In 1941, the Navy approved khakis for on-station wear by senior officers and soon after Pearl Harbor, chiefs and officers were authorized to wear khakis on shore and liberty.

Kilroy was Here: The Following Story by Richard W. O'Donnell

"You remember Kilroy, the guy with a long nose peeking over a fence? During WWII, American servicemen drew him on walls, floors, ceilings, and just about anywhere else he would fit. And beneath the drawing, they would scrawl the immortal phrase: 'Kilroy was Here'.

"James J. Kilroy served on the Boston City Council and in the Massachusetts Legislature, representing the Roxbury district during the 1930's. After WWII, he moved to Halifax, Massachusetts, and lived there until his death in 1962. So how come this guy's face was plastered all over creation?

"During the war, Kilroy worked as a checker at the Fore River Shipyard in Quincy. His job was to check on the number of rivets completed. Riveters were on piece work and got paid by the rivet. Kilroy would count a block of rivets and put a check mark in chalk, so the rivets wouldn't be counted twice.

"When he went off duty, the riveter would erase the mark. Later on, another checker would come through and count the rivets a second time, resulting in double pay for the riveter.

"One day, Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters and asked Kilroy to investigate. It was then that he realized what had been going on.

"The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the chalk. He continued to put his check mark on each job he inspected, but he added, "Kilroy was Here" in king-size letters next to the check.

"Once he did that, the riveter stopped wiping away the marks. Ordinarily, the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection 'trademark' was seen by thousands of servicemen who boarded the troopships the yard produced.

"His message rang a bell with these servicemen because they picked it up and spread it all over Europe and the South Pacific. Before the war's end, Kilroy had been here, there, and everywhere on the long haul to Berlin and Tokyo.

"Along the way, someone added the sketch of the chap with the long nose peering over the fence, and that became part of the Kilroy message. The slogan was used by American servicemen as a sort of code in foreign lands.

"If two friends were scheduled to meet at a certain location, the first to arrive would scrawl the Kilroy message on the wall in the event he was called back to duty.

"There was even a Kilroy murder case in London during the war. A woman was found strangled, and the words, 'Kilroy Was Here' were written on her apartment wall. Scotland Yard was inclined to suspect an American. As it turned out, her next door neighbor was a mental patient named Kilroy, who confessed to the murder and was perplexed at why it had taken so long to arrest him.

"After the war, there were a number of pretenders who claimed to be the original Kilroy. So many, in fact, that the Transit Company of America held a contest, offering a prize to the person who could prove himself to be the real Kilroy.

"Naturally, when Massachusetts' own Jim Kilroy heard about the contest, he entered. His contention that he had inspired all those messages was thoroughly investigated. Fore River Shipyard officials supported his claim, and even some of the riveter who were queried backed him up.

"In all, more than 40 "Kilroys" vied to be recognized as the genuine article. Transit company judges carefully investigated every claim.

"One by one, each entrant fell by the wayside until there was only one Kilroy left -- James J. Kilroy of Halifax. And his prize? A trolley car that proved to be the perfect playhouse for his nine children". (No word on whether the Kilroy message found its way on the trolley.)

Knock-off:

Navy glossary meaning to stop; to stop work; "turn" to starts the working day; "knock off" ends the working day. Slang for quit work or stop whatever it is you are doing. When boats were rowed by galley slaves, a man beat time for them with a mallet and block of wood. While he kept knocking the mallet on the block, they rowed; when he stopped, they could stop rowing.

Knot: (One Knot=1.5 MPH)

The term knot or nautical mile is used world-wide to denote one's speed through water.

Today, we measure knots with electronic devices, but 200-years ago, such devices were unknown. Ingenious Mariners devised a speed measuring device both easy to use and reliable, called the log line. From this method, we get the term knot.

The log line was a length of twine marked at 47.33-foot intervals by colored knots. At one end was fastened a log chip shaped like the sector of a circle and weighted at the rounded end with lead.

When thrown over the stern, it would float pointing upward and would remain relatively stationary. The log line was allowed to run free over the side for 28-seconds and then hauled on board. Knots which had passed over the side were counted. In this way, the ship's speed was measured.

Knows the Ropes: See Ropes; He Knows, Pg 110

...**L**.....

Labor Day:

Pullman, IL was a company town, founded in 1880 by George Pullman, president of the railroad sleeping car company. He designed and built the town to stand as a utopian workers' community, insulated from the moral and political seductions of nearby Chicago.

Its residents all worked for the Pullman company which operated smoothly and successfully for more than a decade. But in 1893, the company was caught in the nationwide economic depression and George Pullman was forced to lay off hundreds of employees; those who remained endured wage cuts. Then all the employees walked out, demanding lower rents and higher pay.

The American Railway Union came to the cause of striking workers, and railroad workers across the nation boycotted trains carrying Pullman cars. The strike instantly became a national issue. In an attempt to appease the nation's workers, Labor Day is born. In Sep 1892, union workers in NYC took an unpaid day off and marched around Union Square in support of the holiday.

In the immediate wake of the strike, legislation was rushed unanimously through both houses of Congress, and the bill arrived on President Cleveland's desk just six days after his troops had broken the Pullman strike.

President Cleveland, in the 1894 election year, so seized the chance at conciliation, and Labor Day was born. (He was not reelected).

In 1898, Samuel Gompers of the American Federation of Labor called it "...the day for which the toilers in past centuries looked forward, when their rights and their wrongs would be discussed, that the workers of our day may not only lay down their tools of labor for a holiday, but upon which they may touch shoulders in marching phalanx and feel the stronger for it.

Ladder: Navy glossary meaning a metal, wooden, or rope stairway.

Landlubber: Seaman's term for one who has never been to sea.

Larboard: See Port and Starboard, Pg 106; Starboard, Pg 127

Launching: See Christening Ceremony, Pg's 34-35;
See Ship's Launching, Pg's 119-120

Leathernecks: See Marines, Pg 75

U.S. Marines earned this name in 1812 when stiff leather bands were sewn into their collars to ward off sword strokes.

Leg: See Show a Leg, Pg 121; Son-of-a-Gun, Pg 125

Lend a Hand or Bear a Hand:

Long usage has decreed that lend a hand is a request for assistance, while bear a hand implies an order, and especially an order to hurry.

Liberty:

Navy glossary meaning to be absent from a ship or station for a period up to 48-hours on two-day weekends or 72-hours on three-day weekends. Anything longer than this is not liberty but is leave charged to an individual's leave balance.

Lieutenant:

Lieutenant is derived from the French, meaning "holding in lieu of" or "one who replaces." The introduction of this rank into the British Navy in 1580 was for the purpose of providing the captain with an assistant and qualified relief if necessary. The first lieutenant was the executive officer of the ship for years, both in the British and American services. In smaller British ships, the title First Lieutenant still obtains, and he is referred to unofficially as No. 1.

Lieutenant Commander:

This title was derived from the term, "lieut.commanding" and was introduced in the US Navy in 1862 with the reorganization of the service. Previous to this time, all lieutenants in command of smaller men-of-war were called lieutenant commanding.

Lime-Juicer:

A nickname for the old British sailing ships which were required by law to carry lime juice which Sailors had to drink to avoid scurvy. Consequently, British Sailors became known as "Limeys." No one in those days had heard of vitamin C, but that's what it was all about; lime juice contained the stuff, and a pint a day kept a man's teeth from falling out.

Limey:

"Limey" is a friendly name that throughout the years has been used by American bluejackets referring to British bluejackets and merchant Sailors in particular, and when pluralized, to Britishers in general.

This term was derived from the old practice in the British Navy of giving lime juice as an anti-scorbute. In order to combat the evil of scurvy, lime or lemon juice was issued from the time of the early French wars until this century.

Limited Duty Officer: See Mustang, Pg 91; Chief Warrant Officer, Pg 34

Log Book:

Today, any bound record kept on a daily basis aboard ship is called a log. Originally, records were kept on the sailing ships by inscribing information onto shingles cut from logs and hinged so they opened like books.

When paper became more readily available, "log books" were manufactured from paper and bound. Shingles were relegated to naval museums, but the term stuck.

Lone Sailor: He is a composite of the United States Navy Bluejacket, past, present, and future. The Lone Sailor is the creation of Stanley Bleifeld, the United States Navy Memorial official sculptor.

Long Shot:

This is a modern gambling term with an old nautical origin. Because ship's guns in early days were very inaccurate except at close quarters, it was only an extremely lucky shot that would hit the mark at any great distance, hence the inference of luck in the gambling term.

Lucky Bag:

A large locker in which articles lost aboard ship were deposited. Once a month, these articles were produced and handed back to their respective owners.

But there was a catch to it -- each lucky recipient of a lost article was given three strokes from the cat-o'-nine tails to teach him not to lose anything again.

...**M**.....

Man: To put the proper number of men on a detail so that the work can be done.

Man the Rails:

This custom evolved from the centuries old practice of manning the yards. Men aboard sailing ships stood evenly spaced on all the yards and gave three cheers to honor a distinguished person.

Now men and women are stationed along the rails of a ship when honors are rendered to the president, the heads of a foreign state, or a member of a reigning royal family.

Men and women so stationed do not salute. Navy ships will often man the rails when entering a port or when returning to the ship's home port at the end of a deployment.

Marines: (Leathernecks)

The first Marines were known as "The Duke of York and Albany's Maritime Regiment of Foot." In 1664, there were 1,200 of them. The Marines earned the nickname, Leathernecks, in 1812 when stiff leather bands were sewn into their collars to ward off sword strokes.

Marine Birthday:

All Marines are "gung ho," but few can match the vision and total commitment of the famous 13th Commandant, GEN John A. Lejeune who issued Marine Corps Order No. 47, Series 1921. GEN Lejeune's order summarized the history, mission, and tradition of the Corps. It further directed that the order be read to all Marines on 10 November of each year to honor the founding of the Marine Corps. Thereafter, 10 November became a unique day for U.S. Marines throughout the world.

Soon, some Marine Commands began to not only honor the birthday, but celebrate it. The first formal birthday ball took place in Philadelphia in 1925.

In 1952, the Commandant, GEN Lemuel C. Shepherd, Jr., formalized the cake-cutting ceremony and other traditional observances. For example, Marine Corps policy now mandates that the first piece of cake must be presented to the oldest U.S. marine present. The second piece goes to the youngest Marine.

Throughout the world on 10 Nov, U.S. Marines celebrate the birth of their Corps -- the most loyal, most feared, most revered, and most professional fighting force the world has ever known. OOH-RAH!

Marine Code of Conduct: See Code of Conduct, Pg's 36-37; Honor Code, Pg 68

Marine Core Values:

Honor: Honor requires each Marine to exemplify the ultimate standard in ethical and moral conduct.

Honor is many things; honor requires many things. A U.S. Marine must never lie, cheat, or steal, but this is not enough. Much more is required. Each Marine must cling to a uncompromising code of personal integrity, accountable for his actions and holding others accountable for theirs. Honor mandates that a Marine never sully the Corp's reputation.

Courage: Simply stated, courage is honor in action -- and more. Courage is moral strength, the will to heed the inner voice of conscience, the will to do what is right, regardless of the conduct of others.

It is mental discipline, an adherence to a higher standard. Courage means willingness to take a stand for what is right in spite of adverse consequences.

This courage, throughout the history of the Corps, has sustained Marines during the chaos, perils, and hardships of combat. And each day, it enables each Marine to look in the mirror -- and smile.

Commitment: Total dedication to Corps and Country. Gun-ho Marine teamwork. All for one, one for all. By whatever name or cliché, commitment is a combination of (1) selfless determination and (2) a relentless dedication to excellence. Marines never give up, never give in, never willingly accept second best.

Excellence is always the goal. And when their active duty days are over, Marines remain reserve Marines, retired Marines, or Marine veterans. There is no such thing as an ex-Marine or former-Marine. Once a Marine, always a Marine. Commitment never dies.

The three Corps Values, honor, courage, commitment, make up the bedrock of the character of each Marine. They are the foundation of his Corps. These three values, handed down from generation to generation, have made U.S. Marines the Warrior Elite. The U.S. Marine Corps: the most respected and revered fighting force on earth.

Marine, Dead:

The slang/term for empty bottles was coined when, at a banquet aboard ship in his honor, the Duke of Clarence ordered the removal of the "empties," saying, "Take away those dead marines." A Marine Major asked haughtily, "Why nickname empty bottles after my honorable corps?"

"Because," replied the ready-witted Duke, anxious to give no offense, "they are fine fellows who have nobly done their duty, and if filled once more, would be willing to do so again."

Marine Drill Instructor's Creed:

Marine Corps boot camp training is, and always must remain, demanding. Its only objective is to prepare recruits for the Brotherhood and for the hardships of combat. On a moonlit Sunday night, 8 April 1956, a Drill Instructor at Paris Island took his Platoon 71 on a forced march. For hours, they sloshed through the muck and mire of the swamps and salt marshes surrounding the base.

The Drill Instructor, a 31-year old staff sergeant, a veteran of WWII and Korea, with an exemplary record, felt his platoon needed more discipline. As he came to Ribbon Creek, the tidal stream between Horse Island and Paris Island, he shouted: "Anyone who can't swim will drown! Anyone who can swim will be eaten by the sharks!"

The Drill Instructor plunged into the creek, dutifully followed by his platoon. All safely struggled across to the other side. Then, after humping in circles through the ever-rising water of the salt marshes for a while, they returned to the creek. But by this time, the tide had come in. The current was swift, and Ribbon Creek was now seven feet deep. Heavily laden by their packs and rifles, six recruits drowned.

In the aftermath of the Ribbon Creek tragedy, the Marine Corps took a hard look at all aspects of recruit training and boot camp. The rigid training and ironclad discipline remained, although forced night marches through Ribbon Creek came to a halt. The Paris Island BOOT published a new Drill Instructor's Creed on 31 August 1956:

"These are my recruits. I will train them to the best of my ability. I will develop them into smartly disciplined, physically fit, basically trained Marines, thoroughly indoctrinated in love of Corps and country.

"I will demand of them, and demonstrate by my own example, the highest standards of personal conduct, morality, and professional skill."

Marine General Orders: See General Orders, Pg 59

These eleven General Orders as seen on page 59, constitute the unyielding bedrock upon which Marines enforce military security in the United States and throughout the world. General Orders dictate the conduct of all Marines on guard duty. These orders apply to all Marines at all bases and outpost in time of peace and in time of war.

Marine recruits in boot camp must memorize these General Orders. Woe be unto the unfortunate recruit who can not shout out, verbatim and without hesitation, all eleven of them. Such a recruit will incur a firestorm of wrath from his Drill Instructor.

There is sound logic for this rigid training. The eleven General Orders will guide each Marine throughout his years in the corps.

Marine Hymn:

This hymn is a tribute to Marine Warriors. They stormed fortress Derna, raised the American flag, and gave us "the shores of Tripoli." Marines fought their way into the castle at Chapultepec and gave us the "halls of Montezuma." Marines exist for the purpose of war-fighting. Fighting is their role in life. They "fight for right and freedom" and "to keep our honor clean." They fight "in the air, on land, and sea."

The Marine Corps is Valhalla for Warriors. Ironically, no one knows who wrote the hymn which was in widespread use by the mid-1800's. It has remained a revered icon of the Marine Corps for almost 200-years.

In 1929, it became the official hymn of the Corps. Thirteen years later in November 1942, the Commandant approved a change in the words of the first verse, fourth line.

Because of the increasing use of aircraft in the Corps, the words were changed to "In the air, on land, and sea." No other changes have been made since that time. When you have attained absolute perfection, there is no need for further modification:

From the Halls of Montezuma,
To the Shores of Tripoli;
We fight our country's battles
In the air, on land, and sea;
First to fight for right and freedom
And to keep our honor clean;
We are proud to claim the title
Of United States Marines.

Our flag's unfurled to every breeze,
From dawn to setting sun;
We have fought in every clime and place
Where we could take a gun;
In the snow of far off northern lands
And in sunny tropic scenes;
You will find us always on the job --
The United States Marines.

Here's health to you and to our Corps
Which we are proud to serve;
In many a strife we've fought for life
And never lost our nerve;
If the Army and the Navy
Ever look on Heaven's scenes;
They will find the streets are guarded
By United States Marines.

Sir Winston Churchill, British Prime Minister, became an ardent admirer of the Corps. In the company of guests of state, he often demonstrated his respect by reciting, from memory, all three verses.

Marine Mascot:

Thanks to the German Army, the U.S. Marine Corps has an unofficial mascot. During WWI, many German reports had called the attacking Marines "teufel-hunden," meaning "Devil Dogs." Teufel-hunden were the vicious, wild, and ferocious mountain dogs of Bavarian folklore.

Soon afterward, a U.S. Marine recruiting poster depicted a snarling English Bulldog wearing a Marine Corps helmet. Because of the tenacity and demeanor of the breed, the image took root with both the Marines and the public. The Marines soon unofficially adopted the English Bulldog as their mascot.

One mascot, "King Bulwark's" name was changed to Jiggs for the term of life. He began his official duties in the Corps. A hard-charging Marine, Pvt Jiggs did not remain a private for long.

Within three months, he was wearing corporal chevrons on his custom-made uniform. He was later promoted to SGT and again to SGT MAJ. His death was mourned throughout the Corps. His satin-lined coffin lay in state, surrounded by flowers from hundreds of Corps admirers. He was interred with full military honors.

Former heavyweight boxing champion, James J. Tunney, donated his English Bulldog. Renamed "Jiggs II", he stepped into the role of his predecessor.

Big problem: he had no discipline. Jiggs chased people, he bit people, he showed a total lack of respect for authority. The new Jiggs would have likely made an outstanding combat Marine, but barracks life did not suit him.

After one of his many rampages, he died of heat exhaustion in 1928. Other bulldogs followed and they were all named "Smedley," a tribute to GEN Butler.

In the late 1950's, the Marine Barracks in Washington, the oldest post in the Corps, became the new home for the Corps' mascot. Renamed "Chesty" to honor the legendary LtGen Lewis B. "Chesty" Puller, Jr., the mascot made his first formal appearance at the Evening Parade on 5 July 1957.

In his canine Dress Blues, Chesty became an immediate media darling, a smash hit! After the demise of the original Chesty, the replacement was named "Chesty II."

He became an instant renegade. You name it, he did it. He even escaped and went AWOL once. Two days later, he was returned in a police paddy wagon. About the only thing he ever managed to do correctly was to sire a replacement.

In contrast to his father, "Chesty III" proved to be a model Marine. He even became a favorite of neighborhood children, for which he was awarded a Good Conduct Medal. Other bulldogs would follow Chesty III (bulldogs don't live long). When "Chesty IV" died after an Evening Parade, a Marine detachment in Tennessee called Washington.

Their local bulldog mascot, "LCpl Bodacious Little" was standing by for PCS orders to Washington, they reported. Upon arrival at the Marine Barracks in Washington, "Cpl Bodacious Little" got ceremoniously renamed "Chesty V." He and the English Bulldogs who followed him epitomize the fighting spirit of the U.S. Marines.

Tough, muscular, aggressive, fearless, and often arrogant, they are the ultimate canine warriors.

Marine Motto:

The Marine Corps adopted "Semper Fidelis" as its official motto in 1882. (Semper Fidelis is also the title of the official musical March of the Marine Corps).

Translated from Latin, Semper Fidelis means Always Faithful. U.S. Marines used an abbreviated verbal version, Semper Fi to voice loyalty and commitment to their Marine comrades-in-arms.

Previous mottos were (1) "To the Shores of Tripoli" adopted in 1805; (2) "Fortitude" adopted in 1812; (3) "From the Halls of Montezuma to the Shores of Tripoli" adopted in 1848; and (4) "By Sea and by Land" adopted in the 1850's.

Marine Prayer:

Regardless of the situation, the Marine Corps has an answer for almost everything. Contact with The Deity is serious business. It is also an excellent idea for Warriors who are expected to put their lives on the line against an assortment of foes. For U.S. Marines of any faith who may desire guidance when contracting their Maker, the Marine Corps has a ready aid, the Marine's Prayer:

Almighty Father, whose command is over all and whose love never fails, make me aware of Thy presence and obedient to Thy will. Keep me true to my best self, guarding me against dishonesty in purpose and deed and helping me to live so that I can face my fellow Marines, my loved ones, and Thee without shame or fear. Protect my family.

Give me the will to do the work of a Marine and to accept my share of responsibilities with vigor and enthusiasm. Grant me the courage to be proficient in my daily performance. Keep me loyal and faithful to my superiors and to the duties my Country and the Marine Corps have entrusted to me.

Help me to wear my uniform with dignity, and let it remind me daily of the traditions which I must uphold. If I am inclined to doubt, steady my faith; if I am tempted, make me strong to resist; if I should miss the mark, give me courage to try again. Guide me with the light of truth and grant me wisdom by which I may understand the answer to my prayer.

Marine Quotes about Marines:

The fighting heritage of Marine Warriors runs deep. Marines are revered and feared for their prowess in combat.

"We will do our best." Marine Captain Myers in the Boxer War.
The world has come to know, there is no better "best".

"The safest place in Korea was right behind a platoon of Marines. Lord, how they could fight!" MajGen Frank E. Lowe, Korea, 1/26/52

"Marines know how to use their bayonets. Army bayonets may as well be paper-weights." Navy Times, November 1994

"Why in hell can't the Army do it if the Marines can. They are the same kind of men; why can't they be like Marines." Gen John J. Black "Jack" Pershing, 2/12/1918

"The United States Marine Corps, with its fiercely proud tradition of excellence in combat, its hallowed rituals, and its unbending code of honor, is part of the fabric of American myth." Thomas E. Ricks: "Making the Corps", 1997

"The raising of that flag on Suribachi means a Marine Corps for the next five hundred years." James Forrestal, Secretary of the Navy, 23 February 1945

"I have just returned from visiting the Marines at the front, and there is not a finer fighting organization in the world!" Gen. Douglas MacArthur, Korea, 21 September 1950

"We have two companies of Marines running rampart all over the northern half of this island, and three Army regiments pinned down in the southwestern corner, doing nothing. What the hell is going on?" Gen John W. Vessey, Jr., Chairman of the Joint Chiefs of Staff during the assault on Grenada, 1983

"Some people spend an entire lifetime wondering if they made a difference in the world. But the Marines don't have that problem." Ronald Reagan, US President, 1985

"Marines I see as two breeds, Rottweilers or Dobermans, because Marines come in two varieties, big and mean or skinny and mean. They're aggressive on the attack and tenacious on defense. They've got really short hair, and they always go for the throat." RADM "Jay" Start, USN, 10 Nov 1995

"They told (us) to open up the Embassy or 'we'll blow you away.' And then they looked up and saw the Marines on the roof with these really big guns, and they said in Somali, 'Igaralli ahow,' which means, 'Excuse me, I didn't mean it, my mistake.'" Karen Aguilar, in the US Embassy, Mogadishu, Somalia, 1991

Marine Quotes by Marines:

"For over 221 years, our Corps has done two things for this great Nation. We make Marines, and we win battles." Gen C. Krulak, USMC(CMC), 5 May 1997

"Come on, you sons of bitches! Do you want to live forever?" GySgt Daniel J. "Dan" Daly, USMC, near Lucy-le-Bocage, as he led the 5th Marines' attack into Belleau Wood, 6 June 1918

"Gone to Florida to fight the Indians. Will be back when the war is over." COL A. Henderson, USMC(CMC), in a note pinned to his office door, 1836

"Don't you forget that you're First Marines! Not all the communists in hell can overrun you!" COL Lewis B. "Chesty" Puller, USMC, rallying his First Marine Regiment near Chosin Reservoir, Korea, Dec 1950

"Marines die, that's what we're here for. But the Marine Corps lives forever. And that means YOU live forever." The mythical GySgt Harman, USMC, portrayed by GySgt R. Lee Erney, a Marine Corps Drill Instructor using his own choice of words in Full Metal Jacket, 1987

"You'll never get a Purple Heart hiding in a foxhole! Follow me!" CAPT Henry P. Crowe, USMC, Guadalcanal, 13 Jan 1943

"We are United States Marines, and for two and a quarter centuries, we have defined the standards of courage, esprit, and military prowess." GEN James L. Jones, USMC(CMC), 10 November 2000

"I have only two men out of my company and 20 out of some other company. We need support, but it is almost suicide to try to get it here as we are swept by machine gun fire and a constant barrage is on us. I have no one on my left and only a few on my right. I will hold." 1stLT Clifton B. Cates, USMC, in Belleau Wood, 7/19/1918

"I love the Corps for those intangible possessions that cannot be issued: pride, honor, integrity, and being able to carry on the traditions for generations of warriors past." CPL Jeff Sornij, USMC, in "Navy Times", November 1994

Marine Salute:

The only Marine authorized to salute with his left hand is the Bell Ringer at the Marine Barracks at 8th Avenue and "I" Street in Washington, DC. He rings the Bell with his right hand for Honors and Flags.

Marine Slogans:

First to Fight: The media in the US began using this term to describe U.S. Marines during WWI. Marines have served in the vanguard of every American war since the founding of the Corps in 1775. They have carried out over 300 assaults on foreign shore from the arctic to the tropics.

Once a Marine, always a Marine: This truism is now the official motto for the Marine Corps League. The origin of the statement is credited to a gung-ho Marine Corps master sergeant, Paul Woyshner. During a barroom argument, he shouted, "Once a Marine, always a Marine!" Once the title US Marine has been earned, it is retained. There are no ex-Marines. There are active duty Marines, retired Marines, reserve Marines, and Marine veterans.

Gung-ho: The Chinese used this slogan to describe Marines in China around 1900. In the Chinese language, "gung-ho" means "working together." That's what the American Marines were always doing, "working together", the Chinese explained. The slogan stuck to Marines like glue. Today, it conveys willingness to tackle any task or total commitment to the corps.

Good Night Chesty, Wherever You Are: An often used tribute of supreme respect to the late and legendary LtGen Lewis B. "Chesty" Puller, USMC. "Chesty"! Without a doubt, he was the most outspoken Marine, the most famous Marine, the Marine who rally loved to fight, the most decorated Marine in the history of the Corps. "Chesty" enlisted as a Private.

Through incredible fortitude and tenacity, he became a living legend. He shouted battle orders in a bellow and stalked battlefields as though impervious to enemy fire.

"Chesty" rose to the rank of LtGen. He displayed an abiding love for the Magnificent Grunts, especially the junior enlisted men who did the majority of the sacrificing and dying and utter contempt for all staff pagues of whatever rank. During his four wars, he became the only Marine to be awarded the "Navy Cross" FIVE times! The Marine's Marine! "Goodnight, Chesty, wherever you are."

A Few Good Men: On 20 March 1779 in Boston, CAPT William Jones, USMC, advertised for "a few good men" to enlist in the Corps for naval duty. The slogan seemed ideally suited for Marines, mainly because of the implication that "a few" good men would be enough.

This slogan has survived for over 200 years and has been synonymous with U.S. Marines ever since.

Marine Sword:

The design for the modern Marine officer's sword is practically a duplicate of the weapon presented to William Eaton by the Bey of Tripoli, for his services in destroying the power of Barbary pirates.

This is called the Mameluke sword. It came to the corps during the Barbary pirate wars in the early 1800s and was a gift to LT Presley O'Bannon from the pasha of Tripoli. In 1805, O'Bannon led an expedition of Marines to help restore the pasha (a Turkish honorary title placed after the name) to his throne.

His force was also the first to raise the United States flag over foreign soil. Today, the sword is used in various military ceremonies and at Marine weddings where the bride and groom walk under a sword arch. It is also used to cut the wedding cake.

Another source: Swords worn by present-day Marine officers are almost exact duplicates of one presented to William Eaton by the Bey of Tripoli during the war with the Barbary Powers back in 1804-05.

Eaton helped lead a band of Marines, Sailors, and tribesmen on camels across the desert from Alexandria to Tripoli, in North Africa. It was that expedition which gave the Marines the phrase, "To the shores of Tripoli" in the Marine's Hymn.

Marine Terms:

"Leathernecks": This nickname has become a universal moniker for a US Marine. The term originated from the wide and stiff leather neck-piece that was part of the Marine uniform from 1798 until 1872.

This leather collar, called "The Stock," was roughly four inches high and had two purposes. In combat, it protected the neck and jugular vein from cutlasses slashes. On parade, it kept a Marine's head erect.

"Gyrene": Around 1900. Navy personnel began using this term as a jocular derogatory reference to U.S. Marines; instead of being insulted, the Marines loved it. The term became common by WWI and has been extensively used since that time.

"Jarhead": For roughly 50-years, Sailors had little luck in their effort to insult Marines by calling them "Gyrenes." So, during WWII, Sailors began referring to Marines as "Jarheads."

Presumably the high collar on the Marine Dress Blues uniform made a Marine's head look like it was sticking out of the top of a Mason jar. Marines were not insulted. Instead, they embraced the new moniker as a term of utmost respect.

"Devil Dogs": The German Army coined this term of respect for U.S. Marines during WWI. In a desperate effort to save Paris, the newly arrived Marines were thrown into the breach. Marines repeatedly repulsed the Germans. Paris had been saved; the tide of war had ended.

The battle tenacity of the Marines had stunned the Germans. In their official reports, they called the Marines "teufel hunden" meaning "Devil Dogs," the ferocious mountain dogs of Bavarian folklore.

"Soldiers of the Sea": A traditional and functional term for Marines, dating back to the British in the 1600's.

Mark of the Beast:

This is a nickname for the white patch on the lapels of a British midshipman's uniform. Perhaps this name came from the ferocious Biblical character in "Revelations."

Marooned:

This old punishment for mutineers consisted of placing them on an island with musket, cutlass, and a breaker of water and leaving them to their fate. (See Cutlass, Pg 43)

It got its name from a certain tribe of Cimaroon Indians who had been transplanted in the West Indies as cheap labor and, deserted by their Spanish masters, had been left to starve to death. The famous Captain Drake discovered them in a pitiful condition and gained the Indians' lasting gratitude by returning them to their far-off homes.

Mascots, Navy: See Goat Locker, Pg's 60-61

The Navy mascots name is Bill XXVIII (28). There have been two cats, one dog, and one carrier pigeon. Goats have been the mascot since 1904.

Mate:

The mate, although an officer, was not in the line of promotion and held his position by appointment.

He usually messed in the steerage or with the Warrant Officers and was ordered to duty in charge of boats, mate-of-the-deck, or any special duty prescribed by the Commanding Officer. Originally, he was known as Masters Mate, but later was down-graded. This word is derived from the French matelo, meaning Sailor.

Mayday:

The distress call for voice radio, for vessels, and people in serious trouble at sea. The term was made official by an international telecommunications conference in 1948 and is an anglicizing of the French "m'aidez" (help me).

Mast:

A vertical spar supporting the booms, gaffs, and sails on a sailing vessel; a spar supporting signal yard and antennae on a fighting ship. The term applied to the hearing of cases of offense against discipline; or for requests or commendations.

Medallion: See Commemorative Coin Pg's 38-40

Medals:

The custom of medals worn on the left breast originated from the Crusaders who wore the badge of honor of their order closest to the heart.

The left side was the shield side of the Crusader, for the large shield carried on the left arm protected both the heart and the badge of honor.

Memorial Day: See Red Poppies, Pg's 85-86; See Wars, Pg's 143-144

Memorial Day, originally called Decoration Day, is a day of remembrance for those who have died in our nation's service.

They answered their country's call to arms,
Into battle they did go.
Where their final destination was,
No one will ever know.
May their final resting place,
Under some unknown sod
Be forever hallowed,
For it is known only unto god."

It was officially proclaimed on 5 May 1868 by General John Logan, national commander of the Grand Army of the Republic, in his General Order No 11, and was first observed on 30 May 1868, when flowers were placed on the graves of Union and Confederate Soldiers at Arlington National Cemetery.

The South refused to acknowledge the day, honoring their dead on separate days until after WWI which the holiday changed from honoring just those who died fighting in the Civil War to honoring Americans who died fighting in any war.

DR John McCrae, a soldier and a poet, was born of Scottish parents who emigrated to Canada. His medical career was interrupted when he enlisted as a doctor with the Canadian troops so that by September 1914, he had been posted to France to care for wounded soldiers.

One death particularly affected McCrae. A young friend and former student, LT Alexis Helmer of Ottawa, had been killed by a shell burst on 2 May.

He was buried later that day in the little cemetery outside McCrae's dressing station, and McCrae had performed the funeral ceremony in the absence of the chaplain.

The next day, McCrae vented his anguish by composing a poem. In the nearby cemetery, DR McCrae could see the wild poppies that sprang up in the ditches in that part of Europe, and he spent twenty minutes of precious rest time scribbling fifteen lines of verse on a page torn from a dispatch book which lay near him.

DR McCrae witnessed much of the trench warfare of the time - the screams, the suffering, the blood - and wrote his immortal poem, "In Flanders Fields."

"In Flanders Field"

**In Flanders, the poppies blow
Between the crosses row on row,
That mark our place, and in the sky,
The Larks, still bravely singing, fly
Scarce hear amid the guns below.**

**We are the dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders fields.**

**Take up the quarrel with the foe;
To you from failing hands we throw
The torch; be yours to hold it high,
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders field.**

He sent his verses to "Punch" magazine where they appeared on December 8, 1915. The poem was not to remain unknown for long as it was recognized to have been born in the heat of the battle, and that it had an enduring quality.

DR McCrae was not to see the end of the War. He was wounded in May 1918, becoming a patient in his own hospital near the French coast where, suffering from pneumonia, he died three days later.

Also in 1915, inspired by the poem, "In Flanders Fields," Monica Michael replied with her own poem.

**We cherish, too, the Poppy red
That grows on fields where valor led.
It seems to signal to the skies
That blood of heroes never dies.**

Why Poppies? The answer is simple: poppies only flower in rooted-up soil. Their seeds can lie on the ground for years and years, and only when someone roots up the ground, they will sprout. There was enough rooted-up soil on the battlefield of the Western Front -- in fact, the whole front consisted of churned up soil.

From time immortal, they have been regarded traditionally as flowers of slumber and forgetfulness, but now they have become a national emblem of Remembrance. Many thousand of years ago, the ancient Greeks forged a legend regarding poppies and sleep. In this legend, they likened the heads of dying warriors to the drooping poppies of the field. They even made crowns of poppies to be placed on the heads of those who had died -- a symbol of perfect sleep.

Ms Michael then conceived of an idea to wear **red poppies** on Memorial Day in honor of those who died serving the nation during war. She was the first to wear one and sold poppies to her friends and co-workers with the money going to benefit servicemen in need.

Later, a Madam Guerin from France was visiting the U.S and learned of this new custom started by Ms Michael and when she returned to France, made artificial red poppies to raise money for the war orphaned children and widowed women.

However, it was the publication of "In Flanders Field" which has been called "the greatest poem of Britain occasioned by the First World War" which firmly established the poppy as the international flower of respect and pride to be worn each year on Memorial Day.

This tradition spread to other countries. In 1948, the US Post Office honored Ms Michael for her role in founding the National Poppy movement by issuing a red 3-cent stamp with her likeness on it.

Since the late 50's, on the Thursday before Memorial Day, the 1200 soldiers of the 3rd US Infantry place small American flags on the more than 260,000 gravestones at Arlington National Cemetery. They then patrol 24-hours a day during the weekend to ensure that each flag remains standing.

And since 1998, on the Saturday before they observed Memorial Day, the Boy and Girl Scouts place a candle at each of approximately 15,300 grave sites of soldiers buried at Fredericksburg and Spotsylvania National Military Park on Marye's Heights (the Luminaria Program).

Also on this day, all ships and naval stations fire a salute of 21-guns, one every minute, and displays the ensign at half-mast from 0800 until completion of the salute.

To help Americans re-educate and remind them of the true meaning of Memorial Day, the "National Movement of Remembrance" resolution was passed on Dec 2000 which asks that at 3 p.m. local time, for all Americans "To voluntarily and informally observe in their own way a Moment of Remembrance and Respect, pausing from what they are doing for a moment of silence or listening to Taps."

Men's Neckerchief:

The black neckerchief or bandanna first appeared as early as the 16th century and was utilized as a sweat band and collar closure. Black was the predominant color as it was practical and did not readily show dirt.

There is no truth to the myth that the black neckerchief was designed as a sign of mourning for ADM Nelson's death.

Mess Deck Intelligence: Also known as Galley Yarn; See Scuttlebutt, Pg 116

Midshipmen:

Midshipmen originally referred to the youngsters aboard British Navy vessels who were in training to become naval officers whose primary duties included carrying orders from the officers quartered in the stern and to the crew, quartered in the fo'c'sle.

The repeated scampering through the middle part of the ship earned them the name midshipmen and the nickname "middie."

It is interesting to note that "Mids" (the term "middie" went out of use only recently) back in the days of sail, could begin their naval careers at the ripe old age of eight. Naval Academy students and Navy Reserve Officer Training Candidates are still called midshipmen because, just like their counterparts of old, they are in training to become officers in the sea service.

Military Wife:

MILITARY WIFE

When the Good Lord was creating wives, he was into his sixth day of overtime. An angel appeared and said, "You're having a lot of trouble with this one. What is wrong with the standard model?"

The Lord replied, "Have you seen the specs on this order? She has to be completely independent, but must be sponsored to get on the base; and have the qualities of both father and mother during cruises; be perfect hostess to four or 40; at times run on nothing but her nerves and black coffee; handle emergencies without a NATOPS manual; be able to handle the flu, birthdays, and moves around the world.

"She must have a kiss that can cure anything from a child's torn Valentine to a husband's weary day; have the patience of a saint when waiting for the ship to come home; and have six pairs of hands."

The angel shook her head slowly and said, "Six pairs of hands -- no way." And the Lord answered,

"Don't worry. We'll make other Military wives and families to help. Besides, it's not the hands that are causing the problem, it's the heart. It must swell with pride in her husband; sustain the ache of separations; beat-on soundly when it's too tired to do so; and be large enough to say, 'I understand (when she doesn't) and I love you (regardless)'."

"Lord," said the angel touching his sleeve gently, "Come to bed; you can finish tomorrow."

"I can't," said the Lord. "I'm so close to creating something unique. Already, I have one who heals herself when she's sick, can feed three unexpected guests who are stuck in the area due to bad weather and can wave good-bye to her husband from the pier or runway and understand that it's important to his country that he leaves."

The angel circled the model of the Military wife very slowly. "It's too soft," she sighed.

"But tough," said the Lord excitedly. "You cannot imagine what this woman can do or endure."

"Can she think?" the angel asked.

"Can she think? She can convert 1400 to 2:00 p.m."

Finally, the angel bent over and ran her fingers across the cheek. "There's a leak," she pronounced. "I told you that you were trying to put too much into this model!"

"It's not a leak," said the Lord, "it's a tear."

"What's it for?" asked the angel?

"It's for joy, sadness, disappointment, pain, loneliness, and pride," said the Lord.

"You're a genius," said the angel. The Lord looked somber and replied, "I didn't put it there."

Mind Your P's and Q's:

This term means to behave our best, but it has a nautical beginning as a method of keeping books on the waterfront. In the days of sail when Sailors were paid a pittance, seamen drank their ale in taverns whose keepers were willing to extend credit until payday.

Since many "salts" were illiterate, keepers kept a tally of pints and quarts consumed by each Sailor on a chalkboard behind the bar. Next to each person's name, a mark was made under "P" for pint and "Q" for quart whenever a seaman ordered another draught.

On payday, each seaman was liable for each mark next to his name, so he was forced to "mind his Ps and Qs" or get into financial trouble. To ensure an accurate count by unscrupulous keepers, Sailors had to keep their wits and remain somewhat sober.

Sobriety usually ensured good behavior, hence the meaning of "Mind your Ps and Qs".

Another origin: In the court of Louis XIV of France, where people wore elaborate wigs, dancers were warned to "Mind your P's (pieds, or feet) and Q's (queues or wigs)" to avoid having a wig fall off during a low bow.

Missing Man Honors Table (Missing-in-Action Honors Table):

See POW/MIA Flag History, Pg 106

WE REMEMBER THEM

In the rising of the sun while it's going down,
We Remember Them.
In the blowing of the wind and in the chill of winter,
We Remember Them.
In the rustling of leaves and in the beauty of autumn,
We Remember Them.
In the beginning of the year and when it ends,
We Remember Them.
When we are weary and in need of strength,
We remember Them.
When we are lost and sick at heart,
We Remember Them.
When we have joys we yearn to share,
We Remember them.
For as long as we live, they too still live
For they are still a part of us...
We Remember Them.

This is a table set up (usually at an official function) honoring our comrades who have fallen in battle and for those missing in action. A narrator will explain each item on the table.

Honor Guard at MIA Table: In silence or with background music only, the guard moves into position in front of the table and places one hat from each service (Air Force, Army, Navy, Marine, Coast Guard and Civilian) on the table. After hat placement, honor guard withdraws.

Narrator: I call your attention to an empty table, reserved in honor of our comrades who have fallen in battle and for those still missing in action. Those who have served with them and depended upon their strength shall always remember, as we shall remember, these great Americans who have not forsaken us. Until we have a full accounting, they remain with us in spirit. I shall explain each item on the table.

"The table cloth is white, symbolizing the purity of motives when answering the call to serve.

.....Or.....

"The table cloth is black, symbolizing the color of mourning, the ultimate sacrifice.

"The inverted plate is round to show our everlasting concern. They break bread with us in spirit only.

"A plate bearing a slice of lemon and a pinch of salt, centuries old symbols of bitterness and tears endured in a foreign land.

"The single red rose signifies the blood they may have shed in sacrifice to ensure the freedom of our beloved United States of America. The yellow ribbon is a symbol of our unyielding determination to account for our comrades who are no longer among us.

.....Or.....

"The single yellow rose is a tribute to their loved ones and friends who keep the faith, awaiting answers, while they suffer in silence.

"The vase is tied with a red ribbon, a symbol of our continued determination to account for our missing.

"The purple heart -- displayed to reflect the shedding of blood and the ebb of life in battle.

"The lighted candle reminds us of the flame of eternal life; that the memory of our fallen comrades be with us always. It's reminiscent of the light of hope which lives in our hearts to illuminate their way home, away from their captors, to the open arms of a grateful nation.

"The identification tags, blank -- yet, they could bear the name of any of us here tonight.

"The Bible represents strength gained through faith, sustaining those lost from our country, founded as one nation under God.

"The glass is inverted, symbolizing their inability to share this evening's toast.

"The chair is empty."

The Narrator continues: If you are able, save for them a place inside of you and save one backward glance when you are leaving for the places they can no longer go, be not ashamed to say you loved them, though you may or may not have always.

Take what they have left and what they have taught you with their dying and keep it with your own, and in that time when men decide and feel safe to call the war insane, take one moment to embrace those gentle heroes you left behind. MaiGen Michael O'Donnell, Jan 1, 1970, Dak To, Vietnam

Then a toast is proposed to our fallen comrades and those Americans missing-in-action.

Mother's Day:

"Honor thy father and mother, so that your days may be long on this earth."
Exodus 20:12

"M" is for the million ways she loves; "O" means she's growing old; "T" is for the tears she sheds to protect; "H" is for her heart of purest gold; "E" is for eyes with love-light shining; "R" is for righteousness which she endeavors to teach.

The ninth fold (See American Flag, Why it's Folded 13-times, Pg's 8-9) is a tribute to womanhood; for it has been through their faith, their love, loyalty, and devotion that the character of the men and women who have made this country great has been molded.

Mother's Day is celebrated the second Sunday in May -- a day when children honor their mothers with cards, gifts, and flowers. Although it wasn't celebrated in the U.S. until 1908, there were days honoring mothers, even in the days of ancient Greece, when they gave honor to Rhea, the Mother of the Gods.

England, in the 1600's, had an annual observance called "Mothering Sunday." It was celebrated during Lent, and servants, who generally lived with their employers, were encouraged to return home and honor their mothers.

In the U.S., in 1908, Ana Jarvis, from Grafton, WV, began a campaign to establish a national Mother's Day. She persuaded her mother's church in Grafton to celebrate Mothers Day on the anniversary of her mother's death. A memorial service was held there on May 10, 1908, and in Philadelphia the following year where Jarvis had moved.

She and others began a letter-writing campaign to ministers, businessmen, and politicians in their quest to establish a national Mother's Day. They were successful. President Woodrow Wilson in 1914, made the official announcement proclaiming Mother's Day, a national observance that was to be held each year on the 2nd Sunday in May.

How many of you remember mom's advice: Put on clean underwear; you never know when you'll have an accident.....Don't make that face or it'll freeze in that position.....Be careful or you'll put your eye out.....In response to "Everyone's doing it": What if everyone jumped off a cliff? Would you do it, too?.....You have enough dirt behind those ears to grow potatoes.....Close that door; you'd think you were born in a barn.....If you can't say anything nice, don't say anything at all...Don't put that in your mouth; you don't know where it's been.

Another origin (disputing the above origin): Anna Jarvis was NOT the originator of Mother's Day. Mary Towles Sasseen of Henderson, KY, conceived the idea back in 1887. In 1893, she published a book dedicated to her mother in the hope that April 20, her mom's birthday, be annually celebrated as Mother's Day.

Another origin: The first known suggestion is credited to Julia Ward Howe who also wrote the words to The Bttle Hymn of the Republic. She came up with the idea in 1872. Mary Towles Sasseen did indeed campaign to have a national observance of Mother's Day, but the idea faded. Frank E. Hering of South Bend, Indian, tried again 1904; however, it was Anna Jarvis who actually succeeded.

Another origin: The first celebration of Mother's Day took place not only in Philadelphia, but also in Grafton W. VA. Ann Jarvis was born there. There is a large bulletin board outside the ST Andrews Methodist Episcopal Church that tells the history of her conception of this day.

Mustang: **Nickname for Chief Warrant Officer (CWO) and Limited Duty Officer (LDO) - See Chief Warrant Officer, Pg 34**

Mustang is a wild, hardy untamed horse of the American plains; a stray or ownerless beast; a break-away-horse. Mustang is slang for a former enlisted man who broke-a-way from his ranks to become a commissioned officer, though not commissioned directly from college or the Naval Academy. They are officially called Chief Warrant Officers (CWO) and Limited Duty Officers (LDO).

Mutiny:

In 1842, the USS SOMERS sailed on a training cruise with 130 new midshipmen and apprentice seamen. When Captain MacKenzie heard that a mutiny was being planned, he ordered the ringleaders seized. Tried by court martial, they were found guilty and sentenced to be hung.

MacKenzie, himself, was later tried by court martial and exonerated. But of the officers who tried the mutineers, one was killed later while riding a horse, one died of drunkenness, one committed suicide, and one went insane. The SOMERS, four years later, capsized off Vera Cruz, Mexico, and drowned 40 of her crew.

...**N**.....

National Anthem:

During the War of 1812, on September 13, 1814, Francis Scott Key visited the British fleet in Chesapeake Bay to secure the release of DR William Beanes who had been captured after the burning of Washington, DC. The release was secured, but Key was detained on ship overnight during the shelling of Fort McHenry, one of the forts defending Baltimore.

In the morning, Key was so delighted to see the American flag still flying over the fort that he began a poem to commemorate the occasion. Entitled "The Star Spangled Banner," the poem soon attained wide popularity and was officially made the National Anthem by congress in 1931.

Naval Aviation Schools Command (NASC) LOGO:

In June 1957, CAPT Henry Jackson, Commanding Officer of U. S. Naval School, Pre-flight (now known as NASC) determined the school needed a logo. He circulated a flyer asking personnel to submit designs, offering a \$25.00 bond for the winner. The first prize was awarded to LCDR Fred Harris Owens who was a Pre-flight instructor at the time. The painting (design) had apparently fallen behind a file cabinet and was lost for many years until found in 2002, 45-years later; thus, the origin of the logo came to light.

The command was fortunate enough to locate the artist's widow who provided the history of the logo.

LCDR Owens wrote: "This design is in keeping with, and symbolic of, the objectives of Pre-flight in that it represents the following:"

Torch - EDUCATION

The Crossed Naval and Marine Swords - KNOWLEDGE OF ARMS

The Predominant Blue - FIDELITY

Naval Aviator Wings - GOAL

**Naval Air Station (Pensacola) History: Also Known as Cradle of
Naval Aviation**

The Naval Air Station's beginning was with the United States purchase of Florida from Spain in 1821.

In 1825, John Quincy Adams realized the strategic importance of Pensacola Bay as a site for a support facility for naval squadrons operating in the Gulf of Mexico and the Caribbean.

The Navy first came to Pensacola in 1825, when arrangements were made to build a Navy Yard where Naval Air Station Pensacola stands today. By 1861, it had become one of the best equipped naval establishments in the country; however, it was destroyed in 1861 during the Civil War. The base was gradually rebuilt after the war until it was discovered that the Navy Yard could not hold its own against the developing steam industry.

The base was decommissioned and closed in 1911. With the practical development of aviation came the need for a permanent Naval Air Station. In 1914, the Pensacola Navy Yard was reopened for this purpose and was officially changed from a Naval Yard to a Naval Air Station becoming Navy's first air station.

Naval Aviation Theme Song:

This song is a march composed by a Naval Aviator and a member of the Association of Naval Aviators. Wings of Gold, the theme song march of US Naval Aviation, is featured in the official US Navy Song Book and is the creation of CDR George Cornelius, USN, Ret, a 1943 graduate of the Academy, who won his wings in 1947.

The song was played by the Navy Band for the first time just for him in 1957 in the old Sail Loft in the Navy Yard. In 1954, CDR Cornelius submitted the song to CDR Charles Brendler, leader of the Navy Band, in Washington, DC, for consideration as Naval Aviation's theme song.

The band which made the original recordings met with an accident while on tour in South America. A commercial airline with half the band on board crashed near Rio de Janeiro. Most of the recording members perished. "Hopefully, whenever and wherever the composition is played, Navy fliers will remember the lost musicians who were the first to render Navy Aviation's musical theme. Its lyrics:

WINGS OF GOLD

**Navy Wings of Gold, in the air when trumpets blare,
Then Naval Aviation's over head
Whistling thunder, flaming wonder,
See our fiery banners burning red...
On the carriers drop all barriers
Man your battle stations all along
Flying on to glory in the US Navy
With the Navy flyer's song
On Navy Wings of Gold.**

**We sail across the ocean of the sky,
Those Navy Wings of Gold
For we were born to fly
Up higher than the eagles soar...
You'll hear our flaming engines roar
Rulers of all the air,
We'll ever be proud to wear
The Navy Wings of Gold.**

Naval War College:

All navies have one sort or another institution in which officers receive advanced training. The first war college of record was established at Sagres, Portugal in 1415, by Prince Henry, the Navigator. The US Naval War College was established at Newport, R.I. on 6 Oct. 1884. The first superintendent there was CDR Stephen B. Luce.

Navy Alphabet: See Phonetic Alphabet, Pg 102

Navy Birthday:

The Navy birthday, celebrated annually, traces its origins to the Continental Navy, which the Continental Congress established on 13 Oct 1775, by authorizing the procurement, fitting out, manning, and dispatch of two armed vessels to cruise in search of munitions ships supplying the British Army in America.

The legislation also established a Naval Committee to supervise the work. All together, the Continental Navy numbered some fifty ships over the course of the war, with approximately twenty warships active at its maximum strength.

After the American War for Independence, Congress sold the surviving ships of the Continental Navy and released the seamen and officers.

The Constitution of the United States, ratified in 1789, empowered Congress "to provide and maintain a navy." Acting on this authority, Congress ordered the construction and manning of six frigates in 1794, and the War Department administered naval affairs from that year until Congress established the Department of the Navy on 30 April 1798.

In 1972, CNO Admiral Elmo R. Zumwalt authorized recognition of 13 Oct as the Navy's birthday. The Navy birthday is intended as an internal activity for members of the active forces and reserves, as well as retirees, and dependents.

Since 1972, each CNO has encouraged a Navy-wide celebration of this occasion "to enhance a greater appreciation of our Navy heritage and to provide a positive influence toward pride and professionalism in the naval service."

Navy Birthplace:

The Continental Congress' resolution to procure two armed vessels, adopted in Philadelphia, PA, on 13 Oct 1775, was the original legislation out of which the Continental Navy grew.

Within a few days of that vote, Congress established a Naval Committee, which directed the purchasing, outfitting, manning, and operations of the first ships of the new Navy, drafted naval legislation, and prepared rules and regs to govern the Navy's conduct and internal administration. Philadelphia was also the port where the purchase and outfitting of the first four vessels of the continental Navy took place.

Because the Continental Navy began in Philadelphia on 1 Oct 1775, the Navy claims that date as its birthday. A logical corollary would be to recognize Philadelphia as the Navy's birthplace.

The Navy, however, also honors the significant naval roles that many other towns played in the American Revolution and does not recognize any as its sole place of origin.

Navy Blue:

In 1745, several British officers petitioned the Admiralty for adaption of new uniforms for its officers. The first Lord requested several officers to model various uniforms under consideration so he could select the best.

He then selected several uniforms of various styles and colors to present to George II for the final decision.

King George, unable to decide on either style or color, finally chose a blue and white uniform because they were the favorite color combinations of the First Lord's wife, Duchess of Bedford.

Navy Colors:

August 27, 1802, SecNav signed an instruction which set a pattern for the dress of the USN in Blue and Gold. Perhaps the origin of these colors come from the original lyrics to Anchors Aweigh which refers to "**Blue of the Seven Seas; Gold of God's great sun.**"

Navy Day:

Once a year, the Navy holds open house for the public. That day, known as Navy Day, was inaugurated by the Navy League, a civilian organization whose main objective is the welfare of Uncle Sam's seamen.

The League chose October 27 as their date for commemoration because that was the birthday of former President Theodore Roosevelt who strove so diligently in promoting this country's modern Navy.

Each year, parades and speeches are sponsored in all communities as a token of respect to our naval forces and admiration of their fighting prowess.

Through tireless efforts of the Navy League will come to many a seamen, standing a lonely watch in the far reaches of the globe, a spark of comfort: the knowledge that he or she is not forgotten. (Navy Day is not to be confused with Navy Birthday or Armed Forces Day).

The "story behind the story" of Navy Day dates back to WW1. A club known as the Navy Club for enlisted men of the Navy and Marine Corps was operated by a group of ladies under the leadership of Mrs. William Hamilton.

When reorganized in 1921, Franklin D. Roosevelt became the president of the Manhattan Navy Club and wrote the motto that was framed over the registration desk: "**Here you will neither be robbed, instructed, nor uplifted.**"

Mrs. Hamilton and her ladies continued their support but decided there should be a nation-wide celebration of Navy Day. She visited Washington and received support from then secretary of the Navy, Theodore Roosevelt, Jr.

After formal approval by SecNav and the president, plans were made for the first Navy Day on Oct 27, 1922, the birthday of Theodore Roosevelt; thus, Mrs. Hamilton is known as the founder of Navy Day.

Navy Flag:

Ships of the earliest period in the Nation's naval history wore a variety of flags, including the striped Grand Union, and those bearing a pine tree or rattlesnake.

However, these various banners may be considered steps in the genesis of the national ensign, the "Stars and Stripes," rather than forebears of specific flag for the Navy.

Toward the end of the nineteenth century, the Infantry Battalion flag was introduced for use by Naval landing forces. This was a blue flag with a white diamond-shaped device in the center and a blue fowl anchor superimposed on the diamond.

For more than sixty years, the Infantry Battalion flag served as the unofficial Navy flag in drill formations and parades and at other ceremonies.

An official Navy flag, truly representative of the Navy's operating forces at sea, was authorized by Presidential Order 24 April 1959.

The Navy flag is a 4'4" hoist by 5'6" fly, of dark blue material, with yellow fringe, 2-1/2' wide.

In the center of the flag is a device 3'1" overall consisting of the inner pictorial position of the seal of the Dept of the Navy (with the exception that a continuation of the sea has been substituted for the land area), in its proper colors within a circular yellow rope edging, all 2'6" in diameter above a yellow scroll inscribed "United States Navy," in dark blue letters.

The navy flag is reserved only for display purposes and is carried by an honor guard on ceremonial occasions.

Navy Hymn:

The Navy Hymn is Eternal Father, Strong to Save. The original words were written as a poem in 1860 by William Whiting of Winchester, England, for a student who was about to sail for the United States.

The melody, published in 1861, was composed by fellow Englishman, Rev. John Bacchus Dykes, an Episcopalian clergyman.

It's known as "Navy Hymn" because it is sung at the US Naval Academy, as well as on ships of the Royal Navy and has been translated into French

Eternal Father was the favorite hymn of President Franklin Delano Roosevelt and was sung at his funeral in Hyde Park, NY, in April 1945. It was also played by the Navy Band in 1963 as President John F. Kennedy's body was carried up the steps of the US Capitol to lie in state. Roosevelt had served as Secretary of the Navy and Kennedy was a PT boat commander in WWII.

THE NAVY HYMN

**Eternal Father, Strong To Save,
Whose Arms Doth Bound The Restless Wave;
Who Bidd'st The Mighty Ocean Deep,
Its Own Appointed Limits Keep;
O Hear Us When We Cry To Thee
For Those In Peril On The Sea!**

**O Savior, Whose Almighty Word
The Winds And Waves Submissive Heard,
Who Walked'st On The Foaming Deep,
And Calm Amidst Its Rage Did'st Sleep;
O Hear Us when We Cry To Thee
For Those In Peril On The Sea!**

O Sacred Spirit, Who Did'st Brood
Upon The Chaos Dark And Rue,
Who Bidd'st Its Angry Tumult Cease,
And Gavest Light And Life And Peace;
O Hear Us When We Cry To Thee
For Those In Peril On The Sea!

Lord, Guard And Guide The Men Who Fly,
Through The Great Spaces In The Sky;
Be With Them Always In The Air,
In Dark'ning Storms Or Sunlight Fair.
O Hear Us When We Lift Our Prayer
For Those In Peril In The Air!

Bless Those Who Serve Beneath The Deep,
Through Lonely Hours Their Vigil Keep.
May Peace Their Mission Ever Be!
Protect Each One, We Ask To Thee
Bless Those At Home Who Wait And Pray
For Their Return By Night And Day.

Eternal Father, Guard Our Dead,
For Whom Their Comrades Bow Their Heads;
Receive Them Now Their Labor Cease,
And Grant Them Now Thine Eternal Peace.
O Hear Us As We Lift Our Prayer
And Keep them In Thy Loving Care.

O Trinity Of Love And Power,
Our Brethren Shield In Danger's Hour;
From Rock And Tempest, Fire And Foe,
Protect Them Wheresoe'er They Go
Thus Ever Let There Rise To Thee
Glad Praise From Air And Land And Sea.

Navy League: See Navy Day, Pg 94

Navy March: See Anchors Aweigh Song, Pg's 9-13

Navy Motto:

There is no official motto for the Navy; however, "Non sibi sed patriae" which means "Not Self but Country" is often cited as the official motto.

Navy Seal: See Admiralty Seal, Pg 2

The first American Navy seal was adopted by the Continental Congress on 4 May 1780 for the Board of Admiralty, progenitor of the Navy Dept. The seal was affixed to naval officer commissions, and was as follows:

"The arms, thirteen bars mutually supporting each other, alternate red and white in a blue field, and surmounting an anchor proper. The crest, a ship under sail. The motto, Sustentans et Sustentatum'," (The Legend USA Sigil Naval)

The ship on the seal wore a national ensign at the stern and a commission pennant atop the mainmast. The Continental Navy of the American Revolution went out of existence in 1785 with the sale of the last ship, USS ALLIANCE.

When a separate Navy Department was founded in 1798, the Board of Admiralty seal was no longer used.

Naval officer commissions from 1798 to 1849 carried a distinctly different seal which contained the basic elements of the current official seal -- the sea, ship under sail, eagle and anchor.

The seal again underwent change about 1850 as the design came even closer to that which is in use today. Neither the 1798 nor the 1850 seal seems to have had any specific authorization.

The century following the appearance of the 1850 design witnessed variations in the position and shape of the eagle, ship, and anchor. Sometimes, land was shown on the seal, and at other times, only water.

Several Navy Bureaus and Offices employed a variety of seal designs. For years prior to 1957, when the present seal was adopted, military and civilian officials within the Navy expressed the need for an official seal of uniform design.

Naval records reveal an interest in and awareness of the many variations which had crept into the seal details.

Concerted effort to arrive a redesigned standard seal for use by the Navy, afloat and ashore, awaited the post-World War II period.

Recommendations from Secretaries of the Navy, heraldic experts, and historians resulted in this final seal design approved by President Eisenhower, and promulgated by Executive Order 10736 on 23 Oct 1957.

An official Navy flag was authorized by Presidential Order on 24 Apr 1959.

The design is on a circular background of fair sky and moderate sea with land in sinister base...a three-masted square-rigged ship underway before a fair breeze with after topsail... furl'd commission pennant atop the foremast...national ensign atop the main and the commodore's flag atop the mizzen (missen - a fore and aft sail set on a mizzenmast - a missen mast is the third mast from forward in a vessel having three or more mast.)

In front of the ship, a Luce-type (luce is a stylize representation of a pike) anchor inclined slightly bend-wise with the crown resting on the land...in front of the shank and in back of the dexter (dexter means on the right side) fluke, an American bald eagle rising to sinister regarding to dexter, and foot on the ground, the other resting on the anchor near the shank, all in proper colors.

The whole within a blue annulet (annulet - an encircling band, as on the shaft of a column) bearing the inscription, "Department of the Navy" at top, and "United States of America" at the bottom, separated on each side by a mullet (mullet is a starlike charge having 5 points, unless a greater number is specified) and within a rim in the form of a gold rope, inscription, mullet, and edges of annulet.

Neckerchief:

The black neckerchief or bandanna first appeared as early as the 16th century and was utilized as a sweat band and collar closure. Black was the predominant color as it was practical and did not readily show dirt.

It could also be worn as a sweat cloth. Tradition has it that the color black was in memory of the death of British ADM Horatio Nelson, but chances are there is no truth to this myth.

Neckerchief Square Knot:

There is no historical significance to the knot other than it being a knot widely used by Sailors which presents a uniform appearance.

Nelson's Blind Eye:

ADM Horatio Nelson, the great British Sailor, was blind in his left eye. When, during the Battle of Copenhagen on 2 April 1801, his senior officer ordered him to break off the action, Nelson put his telescope to his blind eye and said, "I really do not see the signal."

The famous stature of England's brilliant sea-lord, which stands in Trafalger Square, London, is oddly enough, not true to history since it depicts the admiral as being blind in his right eye, when as a matter of record, it was his left eye that was sightless.

New Years Day: See Auld Lang Syne, Pg's 14-15

The celebration of the new year is the oldest of all holidays, first observed in ancient Babylon about 4000 years ago. In the years around 2000 BC, the Babylonian New Year began with the first New Moon (actually, the first visible crescent) after the Vernal Equinox (first day of spring). This celebration lasted for eleven days, each day having its own particular mode of celebration, but it is safe to say that modern New Year's Eve festivities pale in comparison.

The Romans continued to observe the new year in late March, but their calendar was continually tampered with by various emperors so that the calendar soon became out of synchronization with the sun.

In order to start the calendar right, the Roman Senate, in 153 BC, declared January 1 to be the beginning of the new year. But tampering continued until Julius Caesar, in 46 BC, established what has come to be known as the Julian Calendar. It again established January 1 as the new year. But in order to synchronize the calendar with the sun, Caesar had to let the previous year drag on for 445 days.

Although in the first centuries AD the Romans continued celebrating the new year, the early Catholic Church condemned the festivities as paganism. But as Christianity became more widespread, the early church began having its own religious observances concurrently with many of the pagan celebrations, and New Year's Day was no different. It is still observed as the Feast of Christ's Circumcision by some denominations.

The **tradition of using a baby** to signify the new year was begun in Greece around 600 BC. It was their tradition to celebrate their god of wine, Dionysus, by parading a baby in a basket, representing the annual rebirth of that god as the spirit of fertility. Early Egyptians also used a baby as a symbol of rebirth.

Although the early Christians denounced the practice as pagan, the popularity of the baby as a symbol of rebirth forced the church to reevaluate its position, finally allowing its members to celebrate the new year with a baby, which as to symbolize the birth of baby Jesus.

Other traditions of the season include the making of New Year's resolutions. That tradition also dates back to the early Babylonians whose resolution was to return borrowed farm equipment; whereas ours might be to lose weight or quit smoking.

Traditionally, it was thought that one could affect the luck they would have throughout the coming year by what they did or ate the first day of the year; thus, many cultures believe that anything in the shape of a ring is good luck because it symbolizes "coming full circle," completing a year's cycle. For that reason, the Dutch believe that eating donuts will bring good fortune.

Many parts of the U.S. celebrate by consuming black-eye peas (considered good luck in many cultures) accompanied by either hog jowls or ham. The hog, and thus its meat, is considered lucky because it symbolizes prosperity.

Auld Lang Syne, an old Scotch tune, is sung at the stroke of midnight because it means "old long ago" or "the good old days."

No Quarter:

This is a term indicative of a fight to the death, gathers its meaning from the reverse of "giving Quarter", an old custom by which officers, upon surrender, could save their lives by paying a ransom of "One Quarter of their pay."

...Q.....

Officers' Stars:

First approved on line officers uniforms on 28 January 1864. All Regs since 1873 have specified that one ray would point downward toward the gold stripe on the sleeve. The reason for this is unknown.

Officer and a Gentleman:

Attention is drawn to the two words that are supposed to be synonymous, officer and gentleman. The officer corps attains its highest distinction when the two nouns have, in a general sense, the same connotations.

To the customs and usages of civilized countries, the gentlemen will conform, for, as Cardinal Newman said in his classic definition of a gentleman: "He even supports institutions as venerable, beautiful, or useful, to which he does not assent."

And as officer could also ponder what a celebrated French author had to say: "A gentleman is one who has reflected deeply upon all the obligations which belong to his station, and who has applied himself ardently to fulfill them with grace."

Much democratic mirth has been inspired by the military tradition that an officer is expected to be a gentleman. In early armies, military leadership, like civilian leadership, was a monopoly of the nobility or gentlemen.

Now that officer rank is bestowed on the basis of merit, offices are still expected to act as gentlemen.

Those addicted to guffawing over the phrase "Officer by Act of Congress" should have pointed out to them that this is an "obligation" rather than a modern day "patent of nobility."

In military law, for example, an officer can be court-martialed for "ungentlemanly conduct" whereas an enlisted man cannot.

Old Glory: See Pg's 3-5

Old Man:

This term is slang for the Commanding Officer of any activity and is always capitalized. The corresponding expression for an admiral is old gentleman and is not capitalized.

The Commanding Officer of a ship is called Captain, even though he may be only a lieutenant. Officers and men sometimes call him the "Old Man", but not when he's around.

Old Navy:

This refers to a period of time when things in the Navy were very different than they are now. Old timers talk about the Old Navy to impress anyone with less service than they have. When an old timer states that, "Things ain't like they used to be in the old Navy," the proper reply is, "No, and they never were."

Ombudsman: See Z-grams, Pg 147

An Ombudsman is an officer in the Navy Personnel Command who receives and acts on complaints by Navy personnel who do not receive satisfaction through normal channels. Spouses, as well, act in this capacity as liaisons between other spouses and the senior officer of their spouses' command.

(Z-gram #24 (Wives Ombudsman), 14 September 1970

From: CNO (Z-24)
To: NAVOP
141346Z Sep 70

Today, this msg would probably read: "Spouses" vice "Wives" Ombudsman

"1. The importance of the Navy wife as a Member of the Navy Team cannot be over emphasized although the welfare of wives has always been of great concern to the Navy. It has been noted that these dedicated women have never had an official representative to express their views.

"2. To remedy this situation, all shore based commanders shall establish procedures which give navy wives an opportunity to present complaints, viewpoints, and suggestions to Commanding Officers, in particular; and such procedures shall include the selection of a wife by each local wife's organization who will have direct access to the Commanding Officer.

"This Navy wives ombudsman concept shall reflect and build upon related activities in existing wives organizations and Navy services and benefits councils.

"We have each been getting good advice from our own wives. Let's listen carefully to an official representative."

E. R. Zumwalt, Jr., Admiral, US Navy
Chief of Naval Operations

On the Ball:

In the early days of baseball pitchers who had a bad outing were said to have had "nothing on the ball." If he was having a good game, you can say he was "on the ball." Today, "on the ball" is to be paying attention, to respond promptly or doing one's job.

OOD: Officer of the Deck - The officer in charge of the ship during each watch and on deck is the Captain's representative.

OOH-RAH!: See HOO-AH!, Pg's 68-69

Orders: See General Orders, Pg 59

Ornamental Sleeve Buttons: See Buttons, Ornamental Sleeve, Pg 28

Overwhelmed: This word means crushed or defeated and is from the old Anglo-Saxon word whelman which means to turn a vessel completely over.

...P.....

P's and Q's: See Mind Your P's and Q's, Pg 88

Padre: See Chaplain, Pg 30; Holy Joe, Pg 67

Navy glossary is an affectionate slang for Chaplain.

Pass the Hat:

When an enlisted person gets a commission, he or she is presented an officer's hat as a gift at the commissioning ceremony.

Another origin: Pass the Hat is to make a collection on behalf of a distressed person or people. Taken from William Maginn's "Tale of Military Life, 1829", "...having sent round the hat for the benefit of the poor and half-petrified."

Later referred to by entertainers and religious performers who used a hat to collect their money. This helped create other hat terms such as "talking through your hat," "hat in hand" and "old hat."

Another origin:

"Receive Pay on Caps" was a tradition of the British Navy that enlisted men would receive their pay on their cap tops. This was originally done so that all could see the amount paid, and any errors could be readily rectified.

Passing Honors:

Passing honors are ordered by ships and boats when vessels, embarked officials, or embarked officers pass (or are passed) close aboard: 600-yards for ships and 400-yards for boats.

Such honors are exchanged between ships of the USN, between ships of the Navy and the Coast Guard, and between US and most navy ships passing close aboard. "Attention" is sounded, and the hand salute is rendered by all persons in view on deck (not in ranks).

Passing the Buck: See Tail Wagging the Dog, Pg 129

Proper and skillful delegation of duties is the mark of the successful commander. "Passing the Buck," something entirely different, is attempting to pass your own work or responsibility onto another (usually junior to you).

"Rank-pulling" is not only proper, but expected in official matters. That's why military leaders have rank. The senior officer present in any military business is totally responsible for everything that happens.

The true leader knows instinctively or through experience when it is not proper to "pull rank". He or she would not, for example, take a junior's place in a chow line or a ticket line. In an unofficial discussion, he or she would not use his or her rank to silence opposition to his or her own ideas.

A general rule is it's proper to use rank in official matters or in social matters only when the interests of the Service are involved, such as settling or preventing a disorder.

Pea Jacket or Peacoat:

These jackets were originally made of Pilot cloth and were named for the first letter of the material. The original spelling was P-jackets, not pea-jacket.

Sailors who had to endure pea-soup weather often don their pea coats but the coat's name isn't derived from the weather.

The heavy topcoat worn in cold, miserable weather by seafaring men was once tailored from pilot cloth -- a heavy, course, stout kind of twilled blue cloth with the nap on one side.

The cloth was sometimes called P-cloth for the initial letter of pilot and the garment made from it was called a p-jacket -- later, a pea coat. The term has been used since 1723 to denote coats made from that cloth.

Phonetic Alphabet:

A phonetic alphabet is a list of words used to identify letters in a message transmitted by radio or telephone. Spoken words from an approved list are substituted for letters.

For example, the word Navy would be "November Alfa Victor Yankee" when spelled in the phonetic alphabet.

This practice helps to prevent confusion between similar sounding letters, such as "m" and "n," and to clarify communications that may be garbled during transmission.

**Alfa...Bravo...Charlie...Delta...Echo...Foxtrot...Golf...Hotel...India...
Juliett...Kilo...Lima...Mike...November...Oscar...Papa...
Quebec...Romeo...Sierra...Tango...Uniform...Victor...Whiskey...
X-ray...Yankee...Zulu.**

Piping:

Boatswains have been in charge of the deck force since the days of sail. Setting sails, heaving lines, and hoisting anchors required coordinated team effort and boatswains used whistle signals to order the coordinated actions.

When visitors were hoisted aboard or over the side, the pipe was used to order "Hoist Away" or "Avast." In time, piping became a naval honor on shore as well as at sea.

Piping Aboard/Ashore: (Including Shadow Box, Retirement, and Watch)

Piping Aboard/Ashore -- This order has been passed on Naval Ships since the 1500's through today. Spanish, French, English, Dutch -- yes, all Navies of the world used the Boatswain, "call" to bring aboard or send ashore all ship's company officers, visiting officers, dignitaries, and VIPs.

The sideboys would haul on the ropes to raise or lower the boarding platform so officers would not have to climb the rat lines (which were hanging over the side and used by the enlisted crew) when going ashore or to get aboard.

It was not uncommon for the Commanding Officer of a ship to order up the jolly boat, a crew of eight strong backs, sideboys, and the Boatswain, to send an old shipmate and fellow officer to his shores retirement home...ashore, never to sail on Naval Ships again.

"All Hands on Deck" was passed; speeches were made about great victories; battles fought upon the open sea; raging storms weathered; and voyages to distinct strange lands with ports of call others could only dream about.

Then, a fine sword; a brace of pistols; a rifle or musket; or maybe a sea chest of fine wood bound in leather and brass was presented to remind him of the crew and the ship he had served with.

The Boatswain would stand tall; the sideboys and the crew were called to attention; the retiree would request permission to go ashore; step to the platform; and the sideboys would lower away.

Today, our Navy has given most of the pomp and circumstance, the honors, traditions, and ceremony, back to history. Time no longer gives the freedom to do all the things from the past, but still today, we heave to, stop all engines, lay about smartly, and drop anchor to pay honor to one of our shipmates going ashore to honor the years he has served, the guidance, the leadership, the expertise and above all, the friendship that this shipmate has given to his country, his Navy, his commands, his shipmates!

We lay tribute to these achievements and accomplishments and recognize the impact he has had on the Navy and this great country and publicly proclaim that future Sailors and commands will benefit as a result of his service.

The Shadow Box: The tradition of presenting a shadow box to a retiring Sailor is born of early British custom. In the days of sail, when Britain ruled the seas, it was considered bad luck for a Sailor, upon final departure from a ship, to allow his shadow to hit the pier before he himself departed the ship.

In order to ensure no such misfortune would befall their shipmate, the crew would construct a box of the finest timber and place within it all things which reflected his accomplishments. Only then could the man, with the "Shadow" of himself in hand, safely depart the ship and finally go ashore.

"On behalf of your shipmates, including those who have made the supreme sacrifice, we present to you this shadow box. Within it is your most honored and cherished possession, the flag of the United States of America. This flag, which you have so proudly served and honorably defended, is the true emblem of our unity, power and purpose as a nation.

"Accept it, protect it, and be ever mindful that the young men and women you have trained, guided, and inspired during your outstanding career will follow in your footsteps and defend this flag with equal pride.

"On this occasion, we have lost a true shipmate, but society is gaining a fine citizen. We bid you 'Fair Winds and Following Seas'."

Retirement: Navy Retired is symbolic to no other form of retirement, from any other segment, in American society. The ceremony is a solemn event that recognizes a Sailor's total commitment to service and country, and bestows the Navy's appreciation for a job well-done while recognizing the painstaking devotion to duty and endless family separations. This ceremony officially marks the end of a richly rewarding way of life, living and working on board ships and sailing the oceans in defense of freedom.

Watch - Today, we are here to say:

"Aye Mates, for many years, this Sailor stood the watch. While some of us lay in our bunks at night, this Sailor stood the watch. And yes, even before some of us were born, this shipmate stood the watch.

"Though he saw his family ashore, often needing his guidance, he stood the watch.

"As his family watched storm clouds or war building over the horizons of history, this shipmate stood the watch.

"For (number of years), he stood the watch so his fellow countrymen could sleep soundly, in safety, each night.

"Today, we are here to say, 'Shipmate, the watch stands relieved. Relieved by those you have led, guided, and trained, Shipmate, you stand relieved; we have the watch'."

The retiree would request permission to go ashore -- step to the platform and the sideboys would lower away.

As the jolly boat pulled away, the gunner would fire a salute from the ship's battery, the retiree sat in the stern sheets going ashore.

Plank Owner:

This is a man who has served aboard a ship since she was commissioned. In the old days when men slept on deck, many of them favored a particular spot where perhaps the planks were a bit softer, and some slept on such a spot until they felt they did own the plank.

In the modern Navy, it is a custom to give each man who helped commission a ship a "Plankowner's Certificate" when he leaves the ship for other duty. In some cases, ships give such men a small wooden "plank" with their name inscribed on it.

Pledge of Allegiance:

"I pledge allegiance to the flag of the United States of America, and to the republic for which it stands, one nation under God, indivisible with liberty and justice for all."

(Note: There are only three commas in the Pledge; yet, when recited, we add an additional four or six).

Francis Bellamy, the author of these words, was an ordained minister, magazine writer, and Freemason who stated that his aim was to say "What our republic meant and what was the underlying spirit of its life."

Bellamy wrote the Pledge of Allegiance in 1892 as part of the national celebration of the 400th anniversary of the discovery of America by Columbus. It was embraced by the nation and immediately became part of the school-day ritual.

Bellamy's original text has been altered twice. In 1923, the words "the flag of the United States of America" were substituted for the words, "my flag". Congress officially recognized the pledge in 1942 and added the words "under God" in 1954.

The Sixth fold of the American Flag states: It is where our hearts lie; It is with our hearts that we PLEDGE ALLEGIANCE TO THE FLAG...etc."

Politically Correct (PC): The Abbreviation PC First Appeared in the "New York Times" in 1986.

Another urban myth of our times is that the concept of politically correct ("PC") was invented in the 1990s by conservatives who wished to lambast liberals. The term and the concept is actually much older.

The original sense of "PC" was as a term used to address mixed bodies of people so as not to offend.

In 1793, Justice James Wilson in *Chisholm v. Georgia* used the term to distinguish between the phrases "United States" and "People of the United States" (he believed the latter to be "PC").

In 1936, H. V. Morton's *In the Steps of Saint Paul* referred to the term "Galatians" as a PC way to address anyone subject to Roman rule. In 1955, a translator for Czeslaw Milosz applied the term to orthodox interpretations of the holocaust in the english version of one of Milosz's works.

The second and current definition arose in 1970. The OED2 defines this sense as "a body of liberal or radical opinion, especially on social matters characterized by the advocacy of approved causes or views, and often by the rejection of language, behavior, etc., considered discriminatory or offensive."

The first cite of this second sense is in 1970's *Black Woman* by T. Cade. Other early cites include 1975's P. Geraber's *Willa Cather* and a *Facts on File* entry regarding lesbian politics. 1978 saw the *National Journal* use the term.

In 1984, it was the Women's Studies International forum VII that used the term. 1987 saw the *Nation* pick it up. 1991, it was the *Village Voice* and 1993, the "Utne Reader." The OED2 does not even include a use of the term from a conservative source.

The converse "Political INcorrect" first appeared in 1947, in Nabokov's *Bend Sinister*. In 1977, the "Washington Post" used it to paraphrase as statement by the African Liberation Day Coalition.

Polliwog: See *Crossing the Line*, Pg's 41-42; *Shellback*, Pg 117

A Polliwog is a Sailor who has not crossed the Equator. Those who have crossed are "Shellbacks."

Poop Deck:

No, this term does not come from Sailors hanging off the stern of the ship, relieving themselves. Rather, it is from the Latin "puppis" meaning "stern." So, the "poop deck" is the aft deck of a ship....or....from the Old Roman custom of carrying "pupi" (small images of their gods) in the stern of their ships for luck.

Poppy, Red (Distributed on Memorial Day): See *Memorial Day*, Pg's 84-86

Portholes:

Sometimes, novice seamen will ask, "How come holes on the starboard side are called portholes instead of starboard holes?" The name porthole has nothing to do with its location. The word originated during the reign of Henry VI of England (1485). The king insisted on mounting guns too large for his ships and therefore, the conventional methods of securing the weapons on the forecastle and after castle could not be used.

A French shipbuilder was commissioned to solve the problem. He did so by piercing the ship's sides so the cannon could be mounted inside the fore and aft castles. Covers and gun ports were fitted for heavy weather and when the cannon was not in use.

The French word port meaning door was used to designate the revolutionary invention. "Porte" was Anglicized to port and later corrupted to porthole. Eventually, it came to mean any opening in a ship's side, whether for cannon or not.

Port and Starboard: See Starboard, Pg 127

These are shipboard terms for left and right, respectively. Confusing those two could cause a ship wreck. In old England, the starboard was the steering paddle or rudder, and ships were always steered from the right side of the back of the vessel.

Larboard referred to the left side, the side on which the ship was loaded. So how did larboard become port? Shouted over the noise of the wind and the waves, larboard and starboard sounded too much alike.

The word port means the opening in the left side of the ship from which cargo was unloaded. Sailors eventually started using the term to refer to that side of the ship. Use of the term port was officially adopted by the United States Navy by General Order, 18 Feb 1846.

POW/MIA Flag: See Missing Man Honors Table, Pg's 88-90

In 1971, Mrs. Michael Hoff, an MIA wife and member of the National League of Families, recognized the need for a symbol of our POW/MIA.

Prompted by an article in the Jacksonville, Florida Times-Union, Mrs. Hoff contacted Norman Rivkees, Vice President of Annin & Company which had made a banner for the newest member of the United Nations, the People's Republic of China, as a part of their policy to provide flags to all United Nations member's states.

Mr. Rivkees was sympathetic to the POW/MIA issue, and he, along with Annin's advertising agency, designed a flag to represent our missing men. Following League approval, the flags were manufactured for distribution.

....Q.....

Quarterdeck: See Salute the Quarterdeck, Pg 115

The part of the upper deck reserved for honors and ceremonies.

Queen Toast - See Toast While Seated, Pg 135

Quotes:

"We interrupt this program to bring you a special news bulletin. The Japanese have attacked Pearl Harbor, Hawaii, by air, President Roosevelt has just announced. The attack also was made on all naval and military activities on the principal Island of Oahu." Radio Announcer, Dec 7, 1941

"A state of war has existed between the United States and the Japanese empire." President Franklin D. Roosevelt, WWII

"Old soldiers never die, they just fade away..." General Douglas McArthur, Korea

"Mr. Gorbachev, tear down this wall." President Ronald Reagan, Berlin

"I wish to have no connection with any ship that does not sail fast, for I intend to go in harms way." CAPT John Paul Jones, 16 Nov 1778 in a letter to Ray DeChaumont

"And let this new spirit in our country give proper recognition to the Viet Nam veterans: their time has come." President George Bush, Desert Storm, 1991

"The world could wait no longer. Tonight, the battle has been joined." President George Bush, Desert Storm, 1991

"To all men and women in our military, every Sailor, every Soldier, every Airman, every Coast Guardsman, every Marine, I say this: Your mission is defined; your objectives are clear; your goal is just. You have my full confidence, and you will have every tool you need to carry out your duty."

"The battle is now joined on many fronts. We will not waver; we will not tire; we will not falter, and we will not fail. May God continue to bless America." President George W. Bush, Oct 7, 2001

"I have not yet begun to fight." CAPT John Paul Jones during the famous battle between the BON HOMME RICHARD and the SERAPID on Sep 23 1779. Some of his men cried for surrender. CAPT Richard Pearson of the SERAPID asked Jones if he had surrendered. Jones uttered the immortal words, "I have not yet begun to fight."

"Without a Respectable Navy, Alas America!" CAPT John Paul Jones, 16 Nov 1778, in a letter to Robert Morris

"Our country, right or wrong." Stephen Decatur

"Ask not what your country can do for you; ask what you can do for your country." President John F. Kennedy

"It is fatal to enter any war without the will to win it." Douglas McArthur

"In war, there is no second prize for the runner-up." Omar Bradley

"A ship is always referred to as 'she' because it costs so much to keep one in powder and paint." Fleet Admiral Chester Nimitz (See "Ship is called a She", Pg 118)

"The battle of Iwo Jima has been won. Among the Americans who served on Iwo, uncommon valor was a common virtue." Fleet ADM Chester Nimitz, 3/17/45, CINCPAC Communique No. 300

"Never tell people how to do things. Tell them what to do and they will surprise you with their ingenuity." George Smith Patton

"Sailors have the cleanest bodies and filthiest minds." Attributed to Eleanor Roosevelt

"A sailor's wife is guaranteed happiness half of the time. She is happy either the fifty percent of the time that he is home, or she is happy the fifty percent that he is gone." Attributed to Mrs. Arleigh Burke

"Free people will never remain free if they are not willing, if need be, to fight for their vital interest." Secretary of State, John Dulles, Viet Nam

"One day, this nation will rise up and live out the true meaning of its creed." Reverend Martin Luther King, Jr.

"Without a decisive naval force, we can do nothing definitive, and with it, everything honorable and glorious. President George Washington, 15 Nov 1781, to Marquis deLafayette

"Don't give up the ship." CAPT James Lawrence - History has it that he said those heroic words after being mortally wounded in the engagement between his ship, the frigate, USS CHESAPEAKE and HMS SHANNON, on 1 June 1813. As the wounded Lawrence was carried below, he ordered, "Tell the men to fire faster! Don't give up the ship!"

"We have met the enemy, and they are ours..." Oliver Hazard Perry's immortal dispatch to MajGen Wm. Harrison after the Battle of Lake Erie, 10 Sep 1813

"Damn the torpedoes, full speed ahead." ADM David Glasgow Farragut (1801-1870). Aboard HARTFORD, he entered Mobile Bay, Alabama, 5 Aug 1864, in two columns, with armored monitors leading and a fleet of wooden ships following. When the lead monitor TECUMSEH was demolished by a mine, the wooden ship BROOKLYN stopped.

The line drifted in confusion toward Fort Morgan. As disaster seemed imminent, Farragut gave the orders embodied by these famous words. He swung his own ship clear and headed across the mines which failed to explode. The fleet followed and anchored above the forts, now isolated, surrendered one-by-one. The torpedoes to which Farragut and his contemporaries referred would today be described as tethered mines.

"You may fire when ready, Gridley". Commodore George Dewey, 1 May 1898, at the Battle of Manila Bay during the Spanish-American War. The American squadron entered Manila Bay and took fire from the Spanish fleet anchored under the guns of Cavite for half an hour until in the position Dewey wanted.

Then he addressed his order to Charles Gridley, Captain of Dewey's flagship, OLYMPIA.

"A good Navy is not a provocation to war. It is the surest guaranty of peace. President Theodore Roosevelt, 2 Dec 1902, second annual message to Congress

"A powerful Navy we have always regarded as our proper and natural means of defense; and it has always been of defense that we have thought, never of aggression or of conquest.

"But who shall tell us now what sort of Navy to build? We shall take leave to be strong upon the seas, in the future as in the past; and there will be no thought of offense or provocation in that. Our ships are our natural bulwarks." President Woodrow Wilson, 8 Dec 1914, address to joint session of Congress.

"Sighted Sub; sank same. Message sent by an enlisted pilot, AMM 1/C Donald Francis Mason, 28 Jan 1942. Mason believed he had sunk a German U-boat off Argentina, Newfoundland.

"The Navy has both a tradition and a future, and we look with pride and confidence in both directions." ADM George Anderson, CNO, 8/1/61

"Events of October 1962 indicated, as they had all through history, that control of the seas means security; control of the seas can mean peace; control of the seas can mean victory. The United States must control the seas if it is to protect your security..." President John F. Kennedy, 6/6/63, on board USS KITTY HAWK.

"I can imagine no more rewarding a career. And any man who may be asked in this century what he did to make his life worthwhile, I think can respond with a good deal of pride and satisfaction, "I served in the United States Navy." President John F. Kennedy, 1 Aug 1963, in Bancroft Hall, US Naval Academy.

"We need men and women who by their personal integrity, their sense of moral purpose and their acceptance of the requirement for hard work will exemplify the best in the leadership traditions of the Navy and of our country.

"This is not 'just another program'; nor is it a project to breed unthinking conformity to a rigid set of rules.

"It is designed to make us aware of our duties and responsibilities as leaders and to act accordingly. Through this program, the already great strength of the Navy will be increased even more; and through it we will respond more effectively to the challenge which confronts our country". ADM Arleigh A. Burke, 30 Apr 1964, OPNAV Info Bulletin

"Take her down." CDR Howard Walter Gilmore, desperately wounded and unable to climb back into his submarine, USS GROWLER (SS-215), in the face of an approaching Japanese gunboat, 2/7/43.

...R.....

Rack or Sack: Both words are slang for bunk. A Sailor who is sound asleep is "racked out" or "sacked out" or "I'm going to hit the sack."

RADAR: An acronym standing for "Radio Detecting and Ranging."

Raining Cats and Dogs: See Bed-Canopy, Pg 16

Roofs and other parts of the house were made out of thatch materials. During cold weather, animals would take cover in the roofs to keep warm, and from time to time, they would fall through the ceiling or other partitions.

Rank:

One problem throughout military history has been identifying who's in charge.

From the earliest days of warfare to the present, special rank badges meant survival. In the heat of battle, knowing who to listen to was as important as the fighting skills Soldiers and Sailors developed. They had to know at a glance whose shouted orders to obey.

In the earliest times, rank was not an issue. "Do what Grog says" was enough as long as everyone knew Grog. As Armies and Navies started growing, that kind of intimacy wasn't possible.

The badge of rank became important. Today's Army, Marine Corps, Navy, Air Force, and Coast Guard rank insignia are the result of years of tradition.

Through the ages, the badge of ranks have included such symbols as feathers, sashes, stripes, and showy uniforms. Even carrying different weapons has signified rank.

The badges of rank have been worn on hats, shoulders, and around the waist and chest. The American military adapted most of its rank insignia from the British.

Rating Badges (Distinguishing Marks/Rating Badges):

In 1841, insignia called "distinguishing marks" were first prescribed as part of the official uniform. An eagle and anchor emblem, forerunner of the rating badge, was the first distinguishing mark.

In 1886, rating badges were established, and some 15 specialty marks were also provided to cover the various ratings. On 1 April 1893, Petty Officers were reclassified and the rating of Chief Petty Officer was established.

Until 1949, rating badges were worn on the right or left sleeve, depending on whether the person concerned was on the starboard or port watch. Since February 1948, all distinguishing marks have been worn on the left sleeve between the shoulder and elbow.

Ratline:

A short length of small stuff running horizontally across shrouds.

Remember: See Vet, What is a Veteran, Pg's 141-142

Retirement Ceremony: See Piping Ashore, Pg 102-104

Right Arm Rates:

Established in 1841 and disestablished 2 April 1949, originally signified men of the Seaman branch.

During WWII, these rates included Boatswains Mate, Turret Captain, Signalman, Gunners Mate, Fire Controlman, Quartermaster, Mineman, and Torpedoman's Mate. Other ratings wore rates on the left sleeve.

Ring Leader: See Round Robbin, Pg 110

Rocks and Shoals: Slang for the Articles for the Government of the Navy (Precursor of the Uniformed Code of Military Justice (UCMJ)).

Rookie: Rookie is a word the Old Soldier dislikes. You have rookies on baseball teams and police forces; in the Army, they're recruits.

Ropes-He Knows the Ropes:

This term infers he knows his way around at sea and is quite capable of handling most nautical problems. Through the years, the phrase's meaning has changed somewhat.

The statement was pointed on a seaman's discharge to indicate he knew the names and primary use of the main ropes on board ship: "This man is a novice seaman and knows only the basics of seamanship."

Ropeyarn Sunday:

A time for repairing clothing: in the late 1950's Ropeyarn Sunday, when it was held at all, was often held on Wednesday.

Round Robin: Also known as "Ring Leader"

"This morning, we all signed a round robin, setting forth our 'willingness to return to duty on the liberation of the three men'. Our names are written in radiating lines, like the spokes of a wheel, so that there are no leading names on the list. "On this point, William M. Davies queries: "Is it from the custom of signing dangerous papers that the term 'ring leader' was derived"?

Row, Row, Row Your Boat:

They probably didn't sing it all the way because the trip took 2-months, but in 1869, two Norwegians in an 18-foot boat in New York rowed across the Atlantic to the port of Le Havre in France.

Rules of the Road: Regs prescribed to prevent collisions of ships.

...S.....

Sack or Rack: Both words are slang for a bunk. A sailor who is sound asleep is "sacked out" or "racked out."

Sailor: See Bell Bottom Trousers, Pg's 16-17

"SAILOR"

By George L. Skypeck

I was that which others did not want to be.
I went where others feared to go,
And did what others failed to do.
I asked nothing from those who gave nothing,
And reluctantly accepted the thought
Of eternal loneliness...should I fail.
I have seen the face of terror;
Felt the cold sting of fear;
And enjoyed the sweet taste of a woman's love.
I have cried, pained, and hoped but most of all,
I have lived times others would say
Were best forgotten.
At least someday,
I will be able to say that I was a SAILOR.

=====

"REFLECTIONS OF A BLACKSHOE"

RADM Harold Koenig, USN, RET

"I like standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe - the ship beneath me feeling like a living thing as her engines drive her through the sea.

"I like the sounds of the Navy -- the piercing shrill of the boatswains pipe, the syncopated clangor of the ship's bell on the quarterdeck, the harsh squawk of the LMC and the strong language and laughter of Sailors at work.

"I like the vessels of the Navy -- nervous darting destroyers, plodding Fleet auxiliaries, sleek submarines and steady solid carriers. I like the proud sonorous names of Navy capital ships: MIDWAY, LEXINGTON, SARATOGA, CORAL SEA -- memories of great battles won.

"I like the lean angular names of Navy 'tin-cans': BARNEY, DAHLGREN, MULLINIX, McCLOY -- mementos of heroes who went before us. I like the tempo of Navy band blaring through the topside speakers as we pull away from the oiler after refueling at sea. I like liberty call and the spicy scent of a foreign port.

"I even like all hands working parties as my ship fills herself with the multitude of supplies, both mundane and exotic which she needs to cut her ties to the land and carry out her mission anywhere on the globe where there is water to float her.

"I like Sailors, men from all parts of the land, farms of the Midwest, small towns of New England, from the cities, the mountains and the prairies, from all walks of life.

"I trust and depend on them as they trust and depend on me -- for professional competence, for comradeship, for courage. In a word, they are "shipmates." I like the surge of adventure in my heart when the world is passed, 'Now station the special sea and anchor detail -- all hands to quarters for leaving port'.

"I like the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pier-side. The work is hard and dangerous, the going rough at times, the parting from loved ones painful, but the companionship of robust Navy laughter, the 'all for one and one for all' philosophy of the sea is ever present.

"I like the serenity of the sea after a day of hard ship's work, as flying fish flit across the wave tops and sunset gives way to night.

"I like the feel of the Navy in darkness -- the masthead lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters -- they cut through the dusk and join with the mirror of stars overhead.

"I like drifting off to sleep lulled by the myriad noises large and small that tell me that my ship is alive and well, and that my shipmates on watch will keep me safe.

"I like mid-watches with the aroma of strong coffee, the lifeblood of the Navy, permeating everywhere.

"I like hectic watches when the exacting minuet of haze-gray shapes racing at flank speed, keeping all hands on a razor edge of alertness.

"I like the sudden electricity of 'General quarters, general quarters, all hands man your battle stations', followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transforms herself in a few brief seconds from a peaceful work place to a weapon of war - ready for anything.

"I like the sight of space-age equipment manned by youngsters clad in dungarees and sound-powered phones that their grandfathers would recognize.

"I like the traditions of the Navy and the men and women who made them. I like the proud names of Navy heroes: Halsey, Nimitz, Perry, Farragut, John Paul Jones. A Sailor can find much in the Navy: comrades-in-arms, pride in self and country, mastery of the seaman's trade. An adolescent can find adulthood.

"In years to come when Sailors are home from the sea, they will still remember with fondness and respect the ocean in all its moods -- the impossible shimmering mirror calm and the storm-tossed water surging over the bow.

"And then there will come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the wardroom and Chief's quarters and mess decks.

"Gone ashore for good, they will grow wistful about their Navy days when the seas belonged to them and a new port of call was ever over the horizon.

"Remembering this, they will stand taller and say: I was a Sailor. I was part of the Navy, and the Navy will always be a part of me."

Sailor's Creed:

"I AM A UNITED STATES SAILOR"

"I am a United States Sailor. I will support and defend the Constitution of the United States of America, and I will obey the orders of those appointed over me. I represent the fighting spirit of the Navy and those who have gone before me to defend freedom and democracy around the world. I proudly serve my country's Navy combat team with Honor, Courage, and Commitment. I am committed to excellence and the fair treatment of all."

Sailor Died Today, A:

"A SAILOR DIED TODAY"

He was getting old and paunchy and his hair was falling fast,
And he sat around the Legion, telling stories of the past.

Of a war that he once fought in and the deeds that he had done,
In his exploits with his buddies; they were heroes, every one.

And 'tho sometimes to his neighbors his tales became a joke,
All his buddies listened quietly for they knew where of he spoke.

But we'll hear his tales no longer, for ole Vic has passed away,
And the world's a little poorer, for a Sailor died today.

He won't be mourned by many, just his children and his wife,
For he lived an ordinary, very quiet sort of life.

He held a job and raised a family, going quietly on his way;
And he world won't note his passing, 'tho a Sailor died today.

When politicians leave this earth, their bodies lie in state,
While thousands note their passing and proclaim that they were great.

Papers tell of their life stories from the time they were young
But the passing of a Sailor goes unnoticed and unsung.

Is the greatest contribution to the welfare of our land,
Some jerk who breaks his promise and cons his fellow man?

Or the ordinary fellow who in times of war and strife,
Goes off to serve his country and offers up his life.

The politician's stipend and the style in which he lives,
Are often disproportionate to the service that he gives.

While the ordinary Sailor who offered up his all
Is paid off with a medal and perhaps a pension, small.

It's so easy to forget them for it is so many times,
That our Perrys and Georges and Nicks went to battle, dodging mines.

It is not the politicians with their compromise and ploys
Who won for us the freedom that our country now enjoys.

Should you find yourself in danger with your enemies at hand,
Would you really want some cop-out with his ever waffling stand?

Or would you want a Sailor -- his home, his country, his kin,
Just a common Sailor who would fight until the end.

He was just a common Sailor, and his ranks are growing thin,
But his presence should remind us we may need his like again.

For when countries are in conflict, we find the Sailor's part
Is to clean up all the troubles that the politicians start.

If we cannot do him honor while he's here to hear the praise,
Then at least let's give him homage at the ending of his days.

Perhaps just a simple headline in the paper that might say:
OUR COUNTRY IS IN MOURNING A SAILOR DIED TODAY.

Sailor, The Lone:

He is a composite of the U.S. Navy bluejacket, past, present, and future.
The Lone Sailor is the creation of Stanley Bleifeld, the U. S. Navy Memorial's
official sculptor.

Sailors With Girls in Only One Port:

The late Franklin D. Roosevelt, a great friend of the Navy and authority
on naval history and traditions, wrote in 1934:

"When the Fleet in the Tripoli War was based on Port Mahon (Minorca),
so many of the midshipmen and young Lieutenants started marrying the local
ladies, that SecNav had to issue an order against it."

One reason he gave was that he hoped the officer personnel would be recruited
from the sons of officers and that they should be of pure American blood.
(Pensacola is known as the MOTHER-IN- LAW OF THE NAVY because so many navy
men marry the local girls).

Over the years, because of fickle Sailors, the saying turned to "A girl
in every port."

Sally Ship:

This was not a ship, but a method of loosing a vessel run aground from
the mud holding her fast. In the days before sophisticated navigation
equipment, ships ran aground more often than today.

A grounded ship could be freed with little or no hull damage if she could
be rocked out of her muddy predicament.

To free her, the order was given to sally ship. The crew gathered in
a line along one side and then ran athwart ships from port to starboard and
back and forth until the vessel began to roll. Often, the rolling broke
the mud's suction, and she would be pulled free and gotten underway.

Salt Horse: See Dead Horse, Pg's 44-45

Salt Junk: See Bully Boy, Pg 27; Chewing the Fat, Pg's 31-32 Also Known as Bring Home the Bacon

Salute: See Gun Salute, Pg 65; Twenty-one Gun Salute, Pg's 137-139

It is not possible to give the precise origin of the hand salute. From
earliest times and in many races, the right (weapon) hand has been raised
as a greeting of friendship.

The idea may have been to show that you weren't ready to use a rock or
other more civilized weapon. Courtesy required that the inferior make the
gesture first. There is some connection between this and our present salute.

Marine Salute: The only Marine authorized to salute with his left hand is the Bell Ringer at the Marine Barracks at 8th Ave and "I" Street in Washington, DC. He rings the Bell with his right hand for Honors and Flags.

A legend: The Salute symbolizes the knight's gesture of raising his visor to reveal his identity as a courtesy on the approach of a superior; that it symbolizes a knight's shielding his eyes from the dazzling beauty of some high-born lady sitting in the bleachers of the tournament; that it symbolizes a frightened subordinate's throwing up a hand to keep from being backhanded across the jaw by a passing superior.

Civilians may be saluted by persons in uniform when appropriate, but the uniform hat or cap shall not be raised as a form of salutation.

When passing a lady, a military member in uniform will render a slight salute to the lady as a military greeting. This is equivalent to a civilian tipping one's hat.

Salute the Quarterdeck:

This custom comes from the days when Roman warships carried pagan shrines, and obeisance to these shrines were made to appease the gods of the sea. Later, the same respect was paid to the shrine of the Virgin. The quarterdeck is saluted, whether or not the flag is flying. This is a deck area designated by the Commanding Officer as the place to carry out official functions. Station of the officer of the deck.

Another Source: Not believed to have originated due to the belief that there was originally a crucifix there as we find that in former days when the quarterdeck was saluted, it was customary for all officers present there to return the salute by uncovering, and this leads one to think that it was not the crucifix that was saluted, but the fact that the Quarterdeck was the seat of authority and the position nearest to which the King's colours were displayed.

It is not thought that any Navy custom which is based on saluting the crucifix would have survived the many religious upheavals to which the country was subjected.

Sir John Jervis made it a practice, even when addressing an inferior rank, always to remain uncovered. Queen Victoria instituted the salute in the Navy as opposed to uncovering. The occasion being when she sent for certain officers and men to Osborne to thank them for rendering help to a distressed German ship and did not like to see men in uniform standing uncovered.

Save Face:

This term dates back to the 1700's when nobles would wear too much makeup trying to impress each other. Not only did they wear way too much makeup, but they rarely bathed so the makeup would just pile on thicker and thicker.

If they sat too close to the fireplace, the warmth of the fire would cause the makeup to melt. Their way of getting around this would be to have a servant move the screen to the front of the fireplace to block the heat. Thus, they would save face.

Schooner:

A word that defines any vessels of fore-and-aft rig, once had nothing to do with rig but referred to a speedy shallow draft vessel which literally "schooned" or skipped over the water.

SCUBA: Acronym for "Self-Contained Underwater Breathing Apparatus."

Scurvy Trick:

In the old days of sail and interminable voyages, lack of fresh vegetables and clean drinking water made scurvy one of the most dreaded diseases which beset the deep waterman. It was a loathsome plague, so scurvy is apt when the phrase is used to describe a dirty deal.

Scuttlebutt: Known as Galley Yarn and Mess Deck Intelligence

Scuttlebutt is the sailors' scourge of fresh drinking water. Here, men have ever gathered for exchange of gossip; hence, "scuttlebutt," meaning rumors or unconfirmed information.

The origin of the word, which is nautical parlance for a rumor, comes from a combination of "scuttle," to make a hole in the ship's side causing her to sink, and "butt" a cask of hogshead used in the days of wooden ships to hold drinking water; thus, the term means a cask with a hole in it.

"Scuttle" describes what most rumors accomplish, if not to the ship, at least to morale. "Butt" describes the water cask where men naturally congregated, and that's where most rumors get started.

The terms "galley yarn" and "mess deck intelligence" also means the spreading of rumors and many, of course, start on the mess deck.

Seabees: Construction battalions (CBs), nickname for bluejackets in a construction battalion.

Sea Chanteys:

No matter what one suspects, sea chanteys are not shacks down by the beach but work songs Sailors used to sing in the days before phonographs, radio, and TV. There were chanteys for hauling on the sheets, hoisting anchor, manning the pumps, etc. The song's rhythms caused everyone to push and pull simultaneously, hence causing a concerted effort for getting results.

One man, the chant-man, stood high above the working crew and sang the main lines while the rest of the crew added their voices strongly on the second line.

**Whiskey is the life of man...O, whiskey Johnny!
I'll drink whiskey while I can...O, whiskey Johnny!**

There are three kinds of chanteys: single-pull, double-pull, and capstan or marching. The first was used where tremendous effort was required; and single pulls, with a breathing spell in between, were all that could reasonably be asked of men-hauling aft the main-sheet.

Another origin: They received their name from an old custom of the negroes in the West Indies when these men moved from one job to another, they would drag their shanties (huts) with them. One of their number would sit aside the hut and sing melodies to put a swing into the work of hauling.

English Sailors watching the maneuvers forever afterwards associated the hut with the tunes, and gave the nickname of "sea-shanties" to all sea dogs.

Sea Dog: Glossary for a salty sailor or an "Old Timer."

Sea-Going President:

To Franklin D. Roosevelt goes the credit of being the first U.S. President to sail his own vessel to a foreign port, when he took the schooner, AMBERJACK to Campo Bello, Canada, on a vacation cruise which aroused world-wide interest.

This presents a common bond of mutual respect to the seamen of our fleets for there is no spirit of free-masonry greater than that which binds together the brotherhood of the sea. The Commander-in Chief demonstrated that not only was he deeply interested in matters maritime, but he was qualified to be a good Sailor man, for he could "hand, reef, and steer."

Sea Lawyer: A seaman who is prone to argue; especially against recognized authority.

Seal: See Navy Seal, Pg's 96-97; See Admiralty Seal, Pg 2

Seasickness, Cure for:

The cure, according to "old salts," is to lie under a palm tree. But by the time one gets ashore to the tree, he is no longer seasick. Perhaps the worst case of seasickness on record was that which afflicted a woman living in Cape Town, South Africa, who sailed to visit Europe just before WWI began in 1914. She was so sick on the trip that she spent the rest of her life, 32-years, in Europe, rather than go aboard a ship again.

Seven Seas:

It's a common expression to say some "old salt" has sailed the seven seas, but how many people can name them? And why stop at seven? The best known seas are the Mediterranean, Caribbean, Philippine, China, North, Red, Black, White, Yellow, and Adriatic Seas.

There is also the Aegean Sea, Coral Sea, Ionian Sea, Sea of Marmara, Sea of Crete, Arafura Sea, Java Sea, Sulu Sea, to mention a few. There are at least 77 bodies of water named as seas around the globe.

Shackle:

Shackle comes from the old English sceacel, meaning "fetter." Fetter is a chain or shackle placed on the feet to constrain one.

Shadow Box: See Piping Aboard/Ashore Pg's 102-104

Shakedown Cruise: Cruise of newly commissioned ship to test out all machinery and train the crew.

Shanghai:

This term means to send a man aboard ship against his will by using force, drugs, or liquor. The term comes down from sailing ship days when it was difficult to get full crews.

Shipmaster would pay shady characters on the beach to hustle unconscious Sailors aboard their ships. Many men were thus shipped to Shanghai or other ports; some were probably shipped out of Shanghai in the same way.

Shellbacks: See Crossing the Line, Pg ^{4-11-4✓} 117; Polliwog, Pg 105

Those who cross the equator are known as "shellbacks." Sailors try to prove to Neptune, the god of seas, that they are worthy of "crossing the line." The ceremonies go as far back as the Middle Ages. The early ceremonies were a way to test the crew to see if novices on their first cruise could endure hardships at sea.

Festivities begin the night before and continue throughout the day the ship crosses the equator. Shellbacks lead polliwogs, those wanting to be shellbacks, through various activities and obstacles before they are deemed shellbacks.

Ship:

Remember, you serve **IN** a ship; not **ON** a ship. You live **IN** a house, don't you?

Ship Called a 'She': See **Figure Heads**, Pg 55; **Eyes of the Ship**, Pg's 53-54

We have a tendency to personify certain inanimate objects and attribute to them, characteristics resembling living creatures. Things without life are often spoken of as having a sex -- some masculine, such as death (the Grim Reaper) or wintertime (Old Man Winter). Things that are more dear to our heart are regarded as feminine, such as the sun (Mother Earth) or a sunbonnet worn by young girls or women.

Early seafarers spoke of their ships in the feminine gender because of the dependence they had on them for life and sustenance. The early Greeks named their vessels of war after goddesses and had an image of the goddess aboard.

WHY WE CALL A SHIP A "SHE" (Author - ?)

We always call a ship a she and not without reason...
For she displays a well-shaped knee, regardless of the season.

She scorns the man whose heart is faint and does not give him pity
And like a girl she needs the paint to keep her looking pretty.

For love she'll brace the ocean vast, be she a gig or cruiser;
But if you fail to tie her fast, you're almost sure to lose her.

Be firm with her and she'll behave when clouds are dark above you;
And let her take a water-wave; prize her and she'll love you.

For such she'll take the roughest seas and angry waves that crowd her.
And in a brand new suit of sails, no dame looks any prouder.

The ship is like a dame at that she's feminine and swanky.
You'll find the one that's broad and fat is never mean and cranky.

On ships and dames we pin our hopes; we fondle them and dandle them;
And every man must know his ropes or else he cannot handle them.

Yes, ships are ladylike indeed for take them all together
The ones that show a lot of speed can stand the roughest weather.

Fleet Admiral Chester Nimitz said in a talk to Society of Sponsors of the USN: "A ship is always referred to as 'she' because it cost so much to keep one in powder and paint." Additionally:

...there's always a great deal of bustle around her;
...there is usually a gang of men about her;
...she has a waist and stays;
...it's not the initial cost that breaks you, it's the upkeep;
...she can be all decked out;
...it takes an experienced man to handle her, and without a man at the helm, she is absolutely uncontrollable;
...she shows her topsides, hides her bottom, and when coming into port, heads for the buoys.
...she's big, fat, and ugly; and
...she has PMS - Prevented Maintenance System? no, Putting Up with Men's Stupidity."

Ship Comes In; When my: See When My Ship Comes In, Pg 145

Ship, First to Get Off:

The person having the honor to get off the ship first is reserved for new dads who have left their wives pregnant, only to return as new fathers.

Even though everyone is eager to get off and see their families, no one seems to complain about honoring new dads this way.

Ship's Ball Caps:

Ball caps bearing the names of ships or other commands are not items of official Navy issue and are not centrally manufactured or stocked by the Navy. These are purchased from commercial manufacturers.

Ship's Bell: See Bells, Pg's 20-21

Also Known as Who Shines the Ship's Bell

Ship's Husband:

Sometimes, when a ship is heading for the yards, an "old salt" says that she is going to her husband now and it causes novices to wonder what he is talking about.

A ship's husband was once a widely used term which described the man in charge of the shipyard responsible for the repair of a particular ship.

It was not uncommon to hear the sailors of creaky ships lament, "Ah, she's been a good ship, lads, but she's needing her husband now."

In the course of a ship's life, she may have had more than one husband, but this had little bearing upon her true affections. Tradition has it, her love was saved solely for her sailors.

Ship's Launching: See Christening Ceremony, Pg's 34-35;
See Women Sponsors, Pg 147

"And see! She stirs...She starts...She moves...She seems to feel the thrill of life along Her keel...and, spurning with Her foot to the ground...with one exulting...joyous bound...She leaps in the ocean's arms." (Longfellow)

Prayer offered at Launching of Naval Ships, from the "Naval Customs, Traditions, and Usage", United States Naval Institute (1959) pp.327:

"O Eternal God, Creator of the Universe and Governor of Nations: Most Heartily we beseech Thee with Thy favor to behold and bless Thy servant, the President of the United States, and all the officers of our Government, and so replenish them with the grace of Thy Holy Spirit that they may always incline to Thy will and walk in Thy ways.

"Bless the Governors of the states, and all who are in authority over us; give them grace to execute justice and maintain truth that peace and happiness, religion and piety, may be established among us for all generations.

"May the vessels of our navy be guarded by Thy gracious Providence and care. May they not bear the sword in vain, but as the Minister of God, be a terror to those who do evil and a defense to those who do well. Graciously bless the officers and men of our Navy.

"May love of country be engraved on their hearts and may their adventurous spirits and severe toils be duly appreciated by a grateful nation.

"May their lives be precious in Thy sight, and if ever our ships of war should be engaged in battle, grant that their struggles may be only an enforced necessity for the defense of what is right.

"Bless all nations and kindred on the face of the earth and hasten the time when the principles of Holy Religion shall so prevail that none shall wage war any more for the purpose of aggression, and none shall need it as a means of defense.

"All of which blessing we ask through the Merits of Jesus Christ our Lord. Amen ."

Shipmate: This was a term once dearer than brother, but the habit of short cruises is weakening it.

Shipping Over:

Since men first followed the sea, imagination has pictured the end of the cruise, the getting paid off, the decommissioning, the shore leave, and shore work.

Often the Sailor exclaims, "Never again!" vowing to quit the sea, but the idle boasts come to naught, and the old-timer is back aboard after a little hectic life ashore.

In 1843, the following conversation took place after a long cruise on an American man-of-war. It is heard in substance today, but without the nautical verbiage of deep-water men of other days:

"Sink the Sea!" cried a forecastle man. "Once more ashore, and you'll never catch old Boom bolt afloat. I mean to settle down in a sail loft.

"Shipmates, take me by the arms and swab up the lee scuppers with me, but I mean to steer a clam cart before I go again to a ship's wheel. Let the Navy go by the board, to sea again, I won't.

"Start my soul-bolts, maties, if anymore blue peters and sailing signals fly at my fore!" cried the captain of the head. "My wages will be but a wheelbarrow if nothing more. I have taken my last done at salts", cried the captain of the waist..."Blast the sea, shipmate! says I." Needless to say, after spending their accumulated wages, nine out of ten shipped over.

In commentary, Melville wrote in White Jacket: "But do men ever hate the thing they love? Do men forswear the hearth and the homestead? What then must the Navy be"? One way to look at it is that of the old Sailor who said: "There's just two kinds of people in the world -- Sailors and shore-going bastards." Thus it was and ever shall be, as long as men follow the sea.

Shipshape: Navy glossary meaning seamanlike and neat.

Shore Patrol: Same as the Army's Military Police.

Short Timer: A person whose term of service is nearly completed.

Shove Off:

Navy glossary or slang for leaving or telling someone to leave, as in "Shove Off, Mate." But its original meaning is an order given to a small boat along side a ship when it is ready to depart on any trip away from the ship. In small boats, a Sailor standing in the bow actually does shove off the bow by pushing against the ship with a pole called a bowhook. Any and all leave-takings or departures are termed as shoving off.

Show a Leg: See Son-of-a-Gun, Pg 125

In the British Navy of King George III, many Sailor's wives accompanied them on long voyages. To avoid dragging the wrong mate out of the rack at reveille, the bosun asked all to show a leg. If the leg wore silk, its owner was allowed to sleep in. If the leg was hairy and tattooed, the owner had to turn to. (See Turn To, Pg 137)

Nowadays, Show a Leg means wake up, show signs of being awake. The term bears no relation to shake a leg, a non-nautical phrase meaning to bear a hand, or hurry.

Shows his True Colors:

Early warships often carried flags from many nations on board in order to elude or deceive the enemy. The rules of civilized warfare called for all ships to hoist their true national ensigns before firing a shot.

Someone who finally shows his true colors is acting like a man-of-war which hailed another ship flying one flag, but then hoisted their own when they got in firing range.

Sick Bay:

This is Navy glossary meaning ship's hospital or dispensary. In the modern Navy, sick bay is the place Sailors can receive medical attention.

In the days of sail, there were few such places on shore designated specifically for ill seamen; but on board most ships, there were sick berths located in the rounded stern. The contour of the stern suggested the shape of a bay, and consequently, the Sailors began calling the ancient dispensaries "sick bay."

Sideboys: See Piping Aboard/Ashore, Pg's 102-104

In the days of sail, gangways weren't frequently used so Sailors boarded ship by climbing the rope ladders. Important persons were granted the privilege of wrestling with the Jacob's ladder. Very important persons, many of whom were rather hefty or aged, were hoisted aboard in a bos'un's chair.

The officer of the deck instructed the bos'un's to rig a chair hoist from a yardarm and, with much heaving and hoeing, the VIPs were hoisted aboard much like casks of salt horse.

The men who did the hoisting were called sideboys. Today, Sailors line up in clean uniforms on the quarterdeck when visiting dignitaries embark. They are still called sideboys, preserving another naval tradition.

Another origin: Tending the side with sideboys as we know it in modern practice originated a long time ago. It was customary in the days of sail to hold conferences on the flagships, both when at sea and in open roadstead.

Officers were also invited to dinner on other ships while at sea, weather permitting. Sometimes, the sea was such that visitors were hoisted aboard in boatswain's chairs.

Members of the crew did the hoisting, and it is from the aid they rendered in tending the side that the custom originated of having a certain number of men always in attendance. Some have reported the higher the rank, the heavier the individual; therefore, more sideboys.

Silver Dollar for the First Salute:

One origin has it that the Army picked up the dollar tradition from the British Navy. Theory behind this is when an officer got his commission, he would go to an enlisted person and ask him to be his servant. Upon the officer's departure, he would pay his servant a dollar for all he did for him. The officer told the enlisted person to carry on the tradition.

Another origin: There is some evidence that during the 19th century when many Lieutenants were promoted from within the enlisted ranks, the silver dollar was passed as a symbolic final farewell.

The difference in pay between a SGT Major and a 2nd/LT was a dollar, and the dollar was thus a symbolic break. In the movie, "Boots and Saddle", Custer's June 1861 Class gave silver dollars upon commissioning.

Yet, another origin may lie in the British Army and has been copied by the American Army. One status symbol highly sought after by a newly commissioned British officer was to have a servant (normally an enlisted soldier) assigned to him.

For a period of time, American 2/LTs received \$1.00 for a servant in addition to their regular pay. This servant's pay was discontinued after a number of years; yet, the responsibility for teaching the newly commissioned officer continued to fall upon the shoulders of the non-commissioned officer corps. That dollar for the servant may be the historical antecedent to the modern tradition.

SILVER DOLLAR SALUTE

(As told by) MAJ Michael Ferrill, "Soldier Magazine"

"It is an honored tradition --- a brand new second lieutenant proudly hands a shiny silver dollar to the first enlisted soldier who salutes him or her.

"The exact origin of the custom is arguable, but it probably began before the US Armed Forces were organized. British regiments stationed in Colonial America brought with them a number of traditions and customs that were retained by the newly formed American Armed Forces.

"One status symbol highly sought by newly commissioned British officers was to have a servant assigned to them.

"The servant was normally an enlisted soldier to whom the new officer paid a small sum to ensure that the officer's kit, dress, and field uniforms and personal equipment are serviceable at all times. The enlisted man also was responsible for teaching his officer the regiment's history, traditions, and customs.

"This custom continued to grow with the British military and newly formed American units. American Second Lieutenants in 1816 received a monthly base pay of \$25, a \$3 ration allowance, and \$1 for a servant.

"This servant's pay was later discontinued, but the responsibility for teaching the newly commissioned officers continued. The dollar-for-a-servant tradition may be the basis for the modern custom of a dollar for a first salute."

In his 1956 book, Army Lore and the Customs of the Service, MAJ Mark M. Boatner, III, stated:

"For years, it has been traditional for a newly commissioned officer to give a dollar to the first man who saluted him.

"Many an old Soldier has cashed in on his knowledge of this tradition by posting himself strategically near a graduation ceremony of an Officer Candidate School.

"Authorized by Congress on April 2, 1792, the silver dollar traditionally is the only coin given in exchange for the first salute. In recent years, due to the unavailability of the original coin, the Eisenhower dollar has become an acceptable substitute. Soon-to-be Lieutenants go to great lengths to secure this coin.

"The coin represents more than a dollar in currency. To every new officer, it has special significance. It represents the symbolic receipts of respect due the newly earned rank and position.

"It signifies a deep sense of gratitude of the new officer for the knowledge enlisted Soldiers, especially NCOs, have passed on to them during training.

"It's acknowledgment from one professional soldier to another that says, 'Welcome to our service and to the profession of arms'."

SGT James O. Johnson of the Army ROTC program at the University of Notre Dame, summarized the NCO's view of the custom:

"The coin is an expression of respect we share, as we do in all the tasks and missions we are given together to perform and accomplish.

"The values and ethics I have passed on to you, the newly commissioned officer, are there to be shared and remembered, and to be passed on again when the times comes."

Whatever the origin of the silver-dollar salute, it is part of all Soldiers' love of duty and their respect for each other; and it strengthens their commitment and responsibility to serve their country.

Skipper:

Skipper is derived from the Scandinavian word schiffe meaning ship or the Dutch word schipper which means captain. It's Navy glossary or slang for "Captain."

Skivvies:

Navy glossary for slang meaning underwear. Perhaps skivvies is derived from the Greek SKEUOS. I'm not sure which of the senses of the word is the origin, but SKEUOS can refer to:

Vessel...Any kind of container. Skivvies are obviously a kind of container.

Body.....And by extension, the skivvies which contain it.

Skylarking:

Since the ancient word "lac" means "to play" and the games started high in the masts, the term was "skylacing." Later, corruption of the word changed it to "skylarking."

A nautical expression meaning to play or to have fun, i.e., "to have a lark," derived from the practice of young Sailors laying aloft and sliding down the backstay; to engage in horseplay, noisy banter, or friendly scuffling.

Also, for example, many a naval aviator has gotten into trouble by "skylarking" (flying low to buzz their house).

Skull and Crossbones:

It appears now that this was not the death-flag of the pirates. When this insignia was flown, it meant that if you would deliver up all your cargo, you and your ship could go free. When total death and destruction was planned, the corsairs would hoist the RED flag.

Sleep Tight:

In Shakespeare's time, mattresses were secured on bed frames by ropes. When one pulled on the ropes, the mattress tightened, making the bed firmer to sleep; hence, the phrase, "Goodnight, sleep tight" and you might add "...don't let the bed bugs bite." (Bed bugs? See Bed Canopy, Pg 16 and Raining Cats and Dogs, Pg 109)

Slogans, Sense & Nonsense, etc: Pg's 148-149

Smoking Lamp:

Sea dogs who sailed the wooden ships endured hardships that Sailors today never suffer. Cramped quarters, poor unpalatable food, bad lighting and boredom were hard facts of sea life. But perhaps a more frustrating problem was getting fire to kindle a cigar or pipe tobacco after a hard day's work.

Matches were scarce and unreliable; yet, smoking contributed positively to the morale of the crew, so oil lamps were hung in the fo'c'sle and used as matches.

Smoking was restricted to certain times of the day by the bos'un's. When it was allowed, the smoking lamps were lighted and the men relaxed with their tobacco.

Fire was and still is the great enemy of ships at sea. The smoking lamp was centrally located for the convenience of all and was the only authorized light aboard.

It was a practical way of keeping open flames away from the magazines and other storage areas. In today's Navy, the smoking lamps have disappeared, but the words "Smoking lamp is lighted in all authorized spaces" remains a carry over from our past.

Snake Ranch: A term bachelors use referring to their living quarters.

So Long:

This phrase comes from the East Indies salaam meaning farewell.

Social Hour (Formerly Known as Happy Hour):

This event is an honored institution, traditionally between the hours of four to six on Friday afternoon. It gives officers in the same unit or command time to spend together socially and informally.

The strict junior/senior relationship vital to conduct affairs during working hours is eased, but never forgotten. Spouses were not traditionally invited to Happy Hour, but if attended anyway, the military spouse had to buy a "round of drinks." The new change (by ADM Kuhuni) to Social Hour welcomes spouses to join.

If the officer enters the bar covered or places his or her cover on the bar or steps behind the bar, The bartender rings a bell to get everyone's attention. Tradition has it, he or she buys the bar a round of drinks.

Each unit develops its own frivolous traditions and ceremonies during the Social Hour: feats of skill, skits, awards, and penalties are meted out. If other units are present, there may be competitions. Most military clubs, have a plaque that reads:

"He who enters covered here - Shall buy the bar a round of cheer."
(There goes the bartender's bell again).

Additionally, the Commemorative Coin is becoming popular as a means of having someone buy a round of cheer -- See **Commemorative Coin Pg's 38-40** and scroll down to **Coin Etiquette, Pg 40**

SONAR: (Sound Navigation Ringing)

An acronym for underwater echo-ranging equipment, originally for detecting submarines by small warships.

Son-of-a-Gun: See Show a Leg, Pg 121

A child born on board ship alongside one of her broadside cannons. The spaces between guns on the broadside were regular berthing spaces, and the term recalls the old days when Sailors were sometimes permitted to have their wives live on board.

The result of the custom was an occasional birth, and circumstances being as they must have been, the term implied questionable paternity. An old saying was that a true "man-o'-war's man was begotten in the galley and born under a gun." Because of the romantic nautical toughness ascribed by the title, to be a "son-of-a-gun" quickly lost is opprobrious (public disgrace) connotation.

SOS:

"SOS", this well-known radio call for assistance by a ship in distress, contrary to popular notion, does not stand for "Save Our Ship" or "Save Our Souls." Early radio operators developed the signal because those particular letters, in Morse Code, create an unmistakable sound pattern, thereby easy to identify. They consists of three dots, three dashes, and three dots, thus: ... _ _ _ ... The same result can be achieved by sending the Morse equivalent for VTB: ... _ _ _ ... or IJS: ... _ _ _ ...

Sounding Bells:

By tradition, 16-bells are struck on midnight of New Years -- the oldest person on the vessel strikes the first eight, no matter what his or her rank; the second eight are struck by the youngest person on the vessel.

Sounding Off:

At parades and guard mounts in military and naval service, when the adjutant commands, "Sound off," the band plays three chords of flourishes, which are called the "Three Cheers," before marching up and then down in front of the men under arms.

When the band returns to its position, "Three Cheers" are again played. This custom originated in Crusade days. Those soldiers designated for the Crusaders were set apart but formed in line with the other troops, and the music of the organization would march and then counter-march in front of those selected. This was a form of dedication ceremony.

Authorities thought the populace would give cheers throughout the ceremony, and that the three flourishes have remained symbolical of the applause accorded by the populace.

Spinning a Yarn:

Today, this term refers to any exaggerated story. Originally, it was exclusively a nautical term understood by Sailors only.

Officers and mates in the old Navy were stern disciplinarians who believed if Sailors were allowed to congregate and tell sea stories, no work would be done. However, there was one job that required congregating on a weekly basis -- unraveling the strands of old line.

On this day, the "salts" could talk to their heart's content, and the period came to be known as the time for spinning yarns. Later, anyone telling a tale was said to be spinning a yarn, a cherished naval tradition.

Splice the Main Brace: See Grog, Pg 63

"Splice the Main Brace, All Hands Forward to" is a summons to an extra ration of grog for work well-done. From the book A Sailor's Treasury by Frank Shay, Copyright 1951.

A sailing ship's rigging was a favorite target during sea battles since by destroying the opponent's ability to maneuver or get away would put you at obvious advantage.

Therefore, the first thing tended to after a battle was to repair broken gear, and repair sheets (sails) and braces (lines -- improperly roped -- passing through blocks and holding up sails. It was the custom, after the main braces were properly spliced, to serve grog to the entire crew. Thus, today, after a hard day, the phrase has become an invitation to have a drink.

Squared Away:

Navy glossary meaning to get things settled down or get them in order; to complete a job. Squared away, meaning one is in a satisfactory position for whatever has to be done next, is another phrase borrowed from square-rigger days. When a square-rigged ship braced her yards right across the ship to run before the wind, she was squared away

ST Patrick's Day: May the Luck of the Irish be Yours Today

Maewyn, given name of the person who was to become St Patrick, the patron Saint of Ireland, was born in Wales about AD 385. He almost didn't get the job of bishop of Ireland because he lacked the required scholarship. Far from being a saint, he considered himself a pagan until he was 16, when he was sold into slavery by a group of Irish marauders who raided his village. During his captivity, he became closer to God.

He escaped from slavery after six years and went to Gaul where he studied in the monastery under ST German, Bishop of Auxerre, for a period of twelve years. During this training, he became aware that his calling was to convert the pagans to Christianity and wished to return to Ireland to convert the natives. But instead, his superiors appointed ST Palladius,

Two years later, Palladius transferred to Scotland, Patrick, having adopted that Christian name earlier, was then appointed as Second Bishop to Ireland.

He was quite successful at winning converts, which upset the Celtic Druids. He was arrested several times, but escaped each time. He travailed throughout Ireland, establishing monasteries across the country. He also set up schools and churches which would aid him in his conversion of the Irish country to Christianity.

Much Irish folklore surrounds ST Patrick's Day, though not much of it is actually substantiated. Some of this lore includes the belief that Patrick raised people from the dead.

He also is said to have given a sermon from a hilltop that drove all the snakes from Ireland. Of course, no snakes were ever native to Ireland, and some people think this is a metaphor for the conversion of the pagans.

One traditional icon of the day is the shamrock. This stems from a more bona fide Irish tale that tells how Patrick used the three-leafed shamrock to explain the Trinity.

He used it in his sermons to represent the Father, the Son, and the Holy Spirit and show they could all exist as separate elements of the same entity. His follower adopted the custom of wearing a shamrock on his feast day.

ST Patrick's Day custom came to Boston in America in 1737, the first year ST Patrick's Day was publicly celebrated in this country. Though originally a Catholic Holy Day, ST Patrick's Day has evolved into more of a secular holiday.

His mission in Ireland lasted for thirty years, at which time he retired to County Down. He died March 17 in AD 461, the day that has since been commemorated as ST Patrick's Day.

Stand By: Navy glossary is a preparatory order meaning to "Get Ready."

Starboard: See Port and Starboard, Pg 106

The Vikings called the side of their ship its board, and they placed the steering oar, the star on the right side of the ship, thus that side became known as the starboard. It's been that way ever since. And because the oar was in the right side, the ship was tied to the dock at the left side. This was known as the loading side or larboard.

Later, it was decided that larboard and starboard were too similar, especially when trying to be heard over the roar of heavy seas, so the phrase became the side at which you tied up in port or the port side.

Another explanation: The right side of a boat was called the starboard side due to the fact that the astro-navigators used to stand out on the plank, which was on the right side, to get an unobstructed view of the stars

The left side was called the portside because that was the side put in on at the port. This was so that they didn't knock off the starboard.

Stick-in-the Mud:

This term, with its gruesome origin, means a person who is non-progressive or of no account. When English pirates were hanged, their bodies were buried in the mud of the Thames River so that no one might ever find them.

Stripes and Stars on Jumper Uniforms: See Jumper Stripes and Stars, Pg 70
See Jumper Flaps, Pg 70

Submarines and Submarine Songs:

Their missiles make them the most powerful ships in the world. They had a puny ancestor, Cornelius van Drebel, a Dutch scientist who built the first submersible in 1622. It was made of wood, propelled by six men using oars, and actually did navigate, surfaced, and submerged, on the Thames River at London.

TAKE'ER DOWN

Words by Irving Taylor and Music by Vic Mizzy (1943)

Take'Er Down, Take'Er Down, Take'Er Down
Underneath the foam is home to submarines.
Take'Er down, Take'Er Down, Take'Er Down
There'll be action soon is what that order means.
We can sweep the ocean clean if we keep trying
When we take her home, our broom will be a-flying,
So Take'Er Down, down, down, down, down, down, down,
Take'Er Down, Take'Er Down.

Take'Er Down, Take'Er Down, Take'Er Down
Underneath the foam is home to submarines.
Take'Er Down, Take'Er Down, Take'Er Down
There'll be action soon is what the order means.
When the target's dead ahead we've got to sock her,
Send them all the way to Davy Jones' locker
So Take'Er Down, down, down, down, down, down, down, down.

=====

DOWN, DOWN, UNDERNEATH THE OCEAN

Words and Music by CAPT William J. Ruhe, USN, and R. M. Wall

Take her down and softly glide,
Thru the deep blue underneath the ocean.
We'll control the ocean wide
From down, down underneath the sea.
Torpedoes crash and missiles roar,
That's the music underneath the ocean.
From down below we'll up the score
Of the ships on the bottom of the sea.
Satan's hosts will pass the word

In the future yet to be
That we're safe as long as there's
A submarine underneath the sea.
So rig for dive and take her down
Go Down, Down Underneath the Ocean,
Fearless men will find renown
In the deep blue underneath the sea.

Suit:

Nautical term, dating from at least the early 1600s, meaning the outfit of sails used by a ship. The term was revived after WWII when a Navy ship's complement of electronics could be referred to as its electronics suit, and its total armament might be called its weapons suit. The word is sometimes incorrectly spelled suite.

Sullivan Brothers (Assignment of Family Members):

The five Sullivan Brothers were lost when the ship to which all five were assigned, USS JUNEAU (CL-52), was sunk on 13 November 1942. When that dreaded knock on the door came, rumor has it the parents asked: "Which one?" Many memorial efforts have honored the five brothers.

Since their loss, much confusion has resulted from the many myths surrounding both the Sullivan brothers and the Navy's policy regarding family members serving together at sea. The destroyer, THE SULLIVANS (ship with a plural name) was named in honor of these five brothers: George Thomas, Francis Henry, Joseph Eugene, Madison Abel, and Albert Leo. They all enlisted in Waterloo, Iowa, on 3 January 1942.

Swab:

Swab is a mop, although never called mop. Also a first-year cadet at the U.S. Coast Guard Academy is called a mop. Swab is Navy glossary as in "Swab the Deck" (mop the floor).

Swab Jockey: Slang for a man working on the topside of a ship. Such a man is known as Swab Jockey.

Swift Justice:

By old British Naval Law, any seaman who was found guilty of having murdered a messmate aboard ship was forthwith tied to the corpse and flung overboard.

Sword: See Marine Sword, Pg 82

"You should have seen him as he stood,
Fighting for his good land,
With all the iron of soul and blood,
Turned to a sword in hand."

Sword Salute:

The first movement of a modern sword salute is a survival of the ancient custom of kissing the cross which was emblazoned on the hilt of every sword carried by a Christian.

...T.....

Tail Wagging the Dog: See Passing the Buck, Pg's 101-102

A form of improper rank-pulling referring primarily to the selfish custom in some headquarters of using the name of the commander to rob subordinate units of equipment or outstanding personnel.

Tailhook:

The hook lowered from the after part of the carrier aircraft that engages the arresting gear upon landing is called a tailhook.

Tailhooker: A tailhooker is a naval aviator qualified in carrier operations.

Taken Aback:

One of the hazards faced in days of sailing ships has been incorporated into English to describe someone who has been jolted by unpleasant news. We say that person has been taken aback. The person is at a momentary loss; unable to act or even to speak.

A danger faced by sailing ships was for a sudden shift in wind to come up (from a sudden squall), blowing the sails back against the masts, putting the ship in grave danger of having the masts break off and rendering the ship helpless. This ship was taken aback.

Taps: (Origin of the Word)

One origin is that it comes from the Dutch taptoe or time to close up the taps (spigots) in taverns or bars. Another origin: The American Army used the French L'Extinction des feux ("Lights out") for taps. This call, said to have been Napoleon's favorite, did not suit General Daniel Butterfield of the Army of the Potomac.

Taps: (Origin of the Music)

"During the Civil War in July 1862 when the Army of the Potomac was in camp, Brigadier General Daniel Butterfield summoned Private Oliver W. Norton, his brigade bugler, to his tent. Butterfield, who disliked the colorless 'extinguish lights' call then in use, whistled a new tune and asked the bugler to sound it for him.

After repeated trials and changing the tune of some notes which were scribbled on the back of an envelope, the call was finally arranged to suit General Butterfield and used for the first time that night.

Private Norton, who on several occasions had sounded numerous new calls composed by his commander, recalled his experience of the origin of Taps years later.

"He then ordered that it should be substituted in his brigade for the regulation Taps ('extinguish lights') which was printed in the Tactics and used by the whole army. This was done for the first time that night.

"The next day, buglers from nearby brigades came over to the camp of Butterfield's brigade to ask the meaning of this new call.

"They liked it, and copying the music, returned to their camps; but it was not until some time later when generals of other commands had heard its melodious notes, that orders were issued or permission given, to substitute it throughout the Army of the Potomac for the time-honored call which came down from West Point.

"In the western armies, the regulation call was in use until the autumn of 1863. At that time, the XI and XIII Corps were detached from the Army of the Potomac and sent under command of General Hooker to reinforce the Union Army at Chattanooga, Tennessee.

"Through its use in these corps, it became known in the western armies and was adopted by them. From that time, it became and remains to this day, the official call for taps."

It is printed in the present Tactics and is used throughout the U. S. Army, the National Guard, and all organizations of veteran soldiers. General Butterfield, in composing this call and directing that it be used for taps in his brigade, could not have foreseen its popularity and the use for another purpose into which it would grow.

Today, whenever a man or woman is buried with military honors anywhere in the United States, the ceremony is concluded by firing three volleys of musketry over the grave, and sounding with the trumpet of bugle 'Put the lights out. Go to sleep...'

There is something singularly beautiful and appropriate in the music of this wonderful call. Its strains are melancholy, yet full of rest and peace. Its echoes linger in the heart long after its tones have ceased to vibrate in the air.

There are no official words written for Taps, but following are some of the more popular verses:

Day is done, gone the sun, from the lake, from the hill, from the sky...
All is well, safely rest, God is nigh.

Go to sleep, peaceful sleep, may the Soldier or Sailor God keep.
On the land or the deep, safe in sleep.

"Love" good night, must thou go when the day and the night need thee so?
All is well, speedeth all to their rest.

Fades the light; and afar goeth day, cometh light;
and a star leadeth all, speedeth all to their rest,

Cometh light fare thee well, day has done, night is on.
Thanks and praise, for our days, neath the sun, neath the stars, neath
the sky.
As we go, this we know: God is nigh.

Taps: (Played at Funerals)

Colonel James A. Moss, in his Officer's Manual first published in 1911
gives this account of the initial use at a military funeral:

"During the Peninsular Campaign in 1862, a Soldier of Tidball's Battery A of the 2nd Artillery was buried at a time when the battery occupied an advanced position concealed in the woods.

"It was unsafe to fire the customary three volleys over the grave on account of the proximity of the enemy, and it occurred to Captain Tidball that the sounding of Taps would be the most appropriate ceremony that could be substituted.

The custom, thus originated, was taken up throughout the Army of the Potomac and finally confirmed by orders."

Taps: (The Urban Legend)

In 1862 during the Civil War when Union Army Captain Robert Ellicombe was with his men near Harrison's Landing in Virginia, the Confederate Army was on the other side of the narrow strip of land. During the night, Captain Ellicombe heard the moan of a Soldier who lay mortally wounded on the field.

Not knowing if he was Union or Confederate, the Captain decided to risk his life and bring the stricken man back for medical attention. Crawling on his stomach through gunfire, the Captain reached the stricken Soldier and began pulling him toward his encampment.

When the Captain finally reached his own lines, he discovered it was actually a Confederate soldier, but he was dead. The Captain lit a lantern. Suddenly, he caught his breath and went numb with shock. In the dim light, he saw the face of the Soldier. It was his own son.

The boy had been studying music in the South when the war broke out. Without telling his father, he enlisted in the Confederate army.

The next morning, heartbroken, the father asked his superior's permission to give his son a full military burial despite his enemy status. His request was partially granted. The Captain had asked if he could have a group of army band members play a funeral dirge.

That request was turned down since the Soldier was a Confederate. Out of respect for the father, they did give him only one musician. The Captain chose a bugler.

He asked the bugler to play a series of musical notes he found on a piece of paper in the pocket of the dead youth's uniform. The wish was granted. This music was the haunting melody we know as Taps used at military funerals.

Another theory states in Navy History magazine that taps began in Duty port cities as a bugle call to signal taverns that they must "tap toe", or turn off the spigots on beer barrels to stop serving customer. (See Tattoo on this Page.

Another theory from Naval Ceremonies, Customs, and Traditions attributes it to a Civil War General who, after trial and error with his bugler, wrote it to signal lights out.

Tar, Jack Tar:

A slang name for a Sailor and derived from the old custom of a Sailor tarring his trousers, as well as other wearing apparel, in order to make them waterproof.

Another origin: Tar, a slang term for a Sailor, has been in use since at least 1676. The term "Jack Tar" was used by the 1780s. Early Sailors wore overalls and broad-brimmed hats made of tar-impregnated fabric called tarpaulin cloth. The hats, and the Sailors who wore them, were called tarpaulins, which was shortened to Tars.

Tattoo:

Bugle call sounded before Taps as a signal to prepare to turn in. This word originated among the British troops in Holland during the Thirty Years' War (1618-1648) or during the Wars of King William III during the 1690's. In any event, the word is derived from the Dutch tap (tap or faucet) and toe (to turn off).

When the time came for Soldiers to leave the taverns and return to their billets, the Officer of the Day, with a Sergeant and drummer, would beat his way through the streets. This was the signal for the Dutch tavern keepers, (unless they wanted to be closed by military authorities) to "Doe den tap toe" or "Turn off the Taps."

Another origin: Tattoos were first worn by natives in various Pacific Islands and were later adopted by illiterate seamen as a means of identification. Most poor navy men could neither read nor write their names, so it meant something to prove identity by means of an anchor on ones' arm or a full-rigged ship on his manly chest. At one time, tattoos were the "in" thing for the most elite members of society.

A tattoo of a pig on one leg of a Sailor and a rooster (cock) on the other is a charm against drowning.

Thanksgiving:

The story of Thanksgiving is basically the story of the Pilgrims and their thankful community feast at Plymouth, Maine. These fortune hunters set sail from Plymouth, England on the ship, Mayflower, on September 6, 1920, for the resourceful "New World."

The ship was small, crowded with men, women, and children, besides the Sailors on board. The passengers comprised of the "separatist" who called themselves the "Saints", and others, whom the separatists called the "Strangers".

After land was sighted in November, a meeting was held, and an agreement of truce was worked out. The agreement guaranteed equality among the member of the two groups. They merged together to be recognized as the Pilgrims.

Although Pilgrims had first sighted the land off Cape Cod, Maine, they did not settle until they arrived at a place called Plymouth.

Plymouth offered an excellent harbor and plenty of resources, and the local Indians were also non-hostile. But their happiness was short-lived. Ill-equipped to face the winter on this estranged place, they were ravaged thoroughly, but were somehow saved by a group of local Native Americans who befriended them and helped them with food.

Soon, the natives taught the settlers the technique to cultivate corns and grow native vegetables and store them for hard days. By the next winter, they had raised enough crops to keep them alive; they had beaten the odds, and it was time to celebrate. They celebrated with a grand community harvest feast, having invited the friendly native Americans.

Though there is no real evidence that turkey was served at the Pilgrim's first Thanksgiving,, but through the ages, it became an indispensable part of the Thanksgiving tradition which is rooted in the History of Plymouth Plantation written by Wm. Bradford some 22-years after the actual celebration. He sent four men out fowling and they returned with turkeys, ducks, and geese.

However, the third year was bad when the corns got damaged. Pilgrim Governor Wm. Bradford ordered a day of fasting and prayer, and rain happened to follow soon. To celebrate, Nov 29 of that year was proclaimed a day of thanksgiving, the date that is believed to be the real beginning of the present Thanksgiving Day. Today, we celebrate it on the fourth Thursday of every November. This date was set by President Franklin D. Roosevelt in 1939 (approved by Congress in 1941).

Third Person (Use of Third Person):

Officers should never use the third person in speaking to a superior. In former days, it was the custom for the First Sergeant to say to his company commander, "Sir, would the Captain care to do so-and-so..."? This practice crept into the officer corps during WWII, possibly because of the large number of noncoms who were commissioned and could not break themselves of the habit.

Until fairly recent years, it was prescribed that "Officers should require that enlisted men, when addressing them, use the third person, as 'Will the Captain, etc...', not 'Will you, etc...'. This practice has fallen into disuse. Officer Candidate School's Candidates are required to use third person during 11 of their 13 training week period. Although many old Soldiers still use the third person in addressing officers, this is a custom we can let die a natural death

Thirteen Buttons on Sailor's Trousers: See Bell Bottom Trousers, Pg's 16-17

Three-Mile Limit:

The original three-mile limit was the recognized distance from a nation's shore over which that nation had jurisdiction. This border of international waters or the high seas law was established because 3-miles was the longest range of any nations's most powerful guns.

International law and the 1988 Territorial Sea Proclamation stated the high seas border at the 12-mile limit.

Three-Sheets in the Wind:

A phrase which refers to the lines used to control the sails of sailing vessels. When these sheets are cast to the wind (let go), it would cause the old sailing ships to shudder and stagger and the resulting track would be the same as that of a drunken Sailor, out of control and "three sheets to the wind."

The phrase has been taken into general usage for one who is very drunk. To be three sheets in the wind is an old definition in Webster's International Dictionary: "A sheet in the wind" meaning drunk; "three sheets in the wind" meaning very drunk.

Threshold:

The wealthy had slate floors that would get slippery in the winter when wet, so they spread seeds (thresh) on the floor to help keep their footing.

As the winter wore on, they kept adding more thresh until when you opened the door, it would all start slipping outside. A piece of wood was placed in the entry way; hence, a threshold.

Tie-Cutting Ceremony:

The significance behind the tie-cutting ceremony for aviation students signifies they have taken their first solo flight. In the early days of aviation, flight students wore their traditional uniform (not a flight suit), which included a black tie.

When a student returned to the base, his instructor would cut the student's tie to let others know the student had soloed. Squadrons today still carry out the tradition. During the ceremony, the student and instructor tell the audience a generally embellished humorous story about each other.

Today, if a student is the first to solo under an instructor, he or she will cut the student's belt, since the tie is no longer worn. But in some squadrons, special provisions are made for the student to wear a tie for the purpose of cutting it.

Tie that Binds:

This expression of sentiment, regarding blood relationship of a similarity of ideals which hold people in a command bond, is generally believed to have been coined for the short chain which secures main and fore yards to their respective masts.

Time: See Bells Pg's 20-21; Eight Bells, Pg 53

Before the advent of the chronometer, time at sea was measured by the trickle of sand through a half-hour glass. One of the ship's boys had the duty of watching the glass and turning it when the sand had run out.

When he turned the glass, he struck the bell as a signal that he had performed this vital function.

From this ringing of the bell as the glass was turned evolved the tradition of striking the bell once at the end of the first half-hour of a four-hour watch, twice after the first-hour, etc., until eight bells marked the end of the four hour watch.

The process was repeated for the succeeding watches. This age-old practice of sounding the bell on the hour and half-hour has its place in the nuclear and missile oriented United States Navy at the dawn of the twenty-first century, regulating daily routine, just as it did on our historic vessels under sail in the late Eighteenth Century.

To Shoot Charlie Noble: See Charlie Noble, Pg 31

To clean the galley smoke pipe of soot and dirt by firing a pistol therein.

Toast While Seated: (Toast to Her Majesty the Queen)

British Naval officers have the privilege of remaining seated when drinking a toast to the King or Queen.

Charles II, when returning to England in 1660 in the ROYAL CHARLES, bumped his head because of the low overhead of the wardroom when replying to a toast that had been drunk to him. (Some say it was William IV.)

He then decreed from that time on, officers drinking the royal toast could remain seated without incurring regal displeasure. The custom was later established of rising in the British Navy only when the toast to the King was followed by "God Save the King."

In 1964, in honor of the 300th birthday of the Royal Marines, Queen Elizabeth II ruled the Marines would make their toast to the queen sitting down.

Toasts: See Dining In/Out, Pg's 45-49

The term "toast" is English in origin. Although toasters' clubs were functioning as early as 1650, it wasn't until 1709 that the first written definition of the word appeared, when Sir Richard Steel wrote of a lady whose name was supposed to flavor a wine-like spiced toast; thus, toasting originated with the custom of drinking to the ladies.

In Stuart times, the custom was to put a piece of toast in the wine cup before drinking it in belief this improved the flavor.

The Greeks insisted that fermented toasts came in threes: one for Mercury, one for the Graces, and one for Zeus.

The Roman Senate decreed that Augustus must be honored with a raised glass at every meal.

The Scots and Scandinavians drank from the skulls of their fallen enemies.

The Danish had a nasty barroom habit of cutting the throats of Englishmen while they were drinking. This prompted the expression of drinking to someone's health, a promise of sorts not to garrote your drinking partner.

The clinking of glasses, a Christian custom, is to ward off the devil who is repelled by bell-like noise.

There is an account of a celebrated beauty, who during Charles II's reign, was bathing in public when one of her admirers took a glass of the water in which she stood and drank to her health to the assembled company. The account goes on to say, "There was in the place a gay (not that kind) fellow, half-befuddled with drink, who offered to jump in and swore, though he needed no more liquor, he would have the 'toast'."

The United States Marine Corps claims a monopoly on the boisterous toast where one foot is planted on a chair and the other foot on the dining table, but this custom also originated at least 2 centuries ago.

One of the Jacobite societies toasted the Old Pretender, not only with legs astride chair and table, but also with glass in one hand and upraised sword in the other.

One can assume such a precarious position after emptying two or three bottles of wine demonstrates an enviable capacity, this being perhaps one of the reasons ladies didn't attend these functions at that time.

Toast (Bumper) - The origin of the word bumper has been all but lost over the last two centuries; however, as recent as 1955, found in the Book of Navy Songs, a bumper is given:

**"Make it a bumper comrades, and each one standing here...
"Can whisper soft above his glass, the name he holds most dear."**

Another origin: The drinking of healths in the Royal Navy has always been looked upon as a ritual of some importance. It is hard to say with exactitude what the toasts were for every night of the week, but the following were in vogue in Nelson's days.

Monday Night.....Our ships at Sea
Tuesday Night.....Our men
Wednesday Night.....Ourselves (as no one is likely to
concern themselves with our welfare)
Thursday Night.....A bloody war or a sickly season
Friday Night.....A willing foe and sea room
Saturday Night.....Sweethearts and wives
Sunday Night.....Absent friends

On Saturday night, it is customary for the youngest member of the mess to be called upon to reply on behalf of "The Ladies".

The date cannot be traced when the privilege of sitting to drink the health of the Sovereign was accorded to the Navy. Some say that it was William IV and others say it was Charles II who, on returning to England in 1660 on board the *Naseby*, which had been re-christened, the Royal Charles, bumped his head when replying to a toast, and ever afterwards held Naval Officers excused from rising to these occasions.

To sit when drinking the Loyal Toast is not permitted when the National Anthem is played. This is in accordance with the ruling given by the late Marquis of Milford Haven, on June 4, 1914, at which date he was First Sea Lord.

The custom of imposing penalties for making a bet or mentioning a lady's name prior to the loyal toast was instituted so that argument should not become heated nor quarrel take place while the proceedings in the Mess were still formal.

Toe the Line:

The space between each pair of deck planks in a wooden ship was filled with a packing material called "oakum" and then sealed with a mixture of pitch and tar. The results from afar was a series of parallel lines a half-foot or so apart, running the length of the deck.

Once a week, as a rule, usually on Sunday, a warship's crew was ordered to fall in at quarters -- that is, each group of men into which the crew was divided would line up in formation in a given area of the deck. To insure a neat alignment of each arrow, the Sailors were directed to stand with their toes touching a particular seam.

Another use for these seams was punitive. The youngsters in a ship, be they ship's boys or student officers, might be required to stand with their toes just touching a designated seam for a length of time as punishment for some minor infraction of discipline, such as talking or fidgeting at the wrong time. A tough Captain might require the miscreant to stand there, in fair weather or foul, not talking to anyone for hours at a time. Hopefully, the infidel would learn it was easier and more pleasant to conduct himself in the required manner rather than suffer the punishment.

From these two uses of deck seams comes our cautionary word to obstreperous youngsters to toe the line.

Tolling of the Bell: See Bell Ceremony, Pg's 17-20

The significance of the tolling of the Ship's Bell at the Navy ball is in remembrance of our fellow shipmates who gave the supreme sacrifice. It is called the "Two Bell Ceremony," and when done right, can bring a tear to the hardest of Master Chiefs.

Tomich Hall:

Tomich Hall is the location of the Senior Enlisted Academy at Naval Education and Training Center, Newport, RI. It's named after Chief Petty Officer Tomich who receive the Medal of Honor.

Tonnage:

Today, tonnage refers to a ship's displacement in the water or the gross pounds of cargo it is capable of carrying. In the days of sail, this was not so. Tonnage was spelled tunnage and referred to the number of tuns a ship could carry. A tun was a barrel normally used for transporting wine and tunnage specified the number of barrels of wine that would fit in the ship's hold.

Took the Winds Out of His Sails:

This term is often used to describe beating an opponent in an argument. Originally, the term described a battle maneuver of sailing vessels.

One ship would pass close to windward, ahead of another, and thereby blanket or rob the breeze from the enemy's canvas causing him to lose headway. Losing motion meant losing maneuverability and the ability to carry on a fight.

Trench Mouth: See Upper Crust, Pg 140

Trice: To haul up (Shipboard bunks used to be triced up).

Turn to: Turn to is Navy glossary which is an order to begin work or to start the day; and "knock off ends the working day.

Twenty-One Gun Salute: See Gun Salutes, Pg 65; Salutes, Pg 115

The practice of firing gun salutes has existed for centuries. Early warriors demonstrated their peaceful intentions by placing their weapons in a position that rendered them ineffective.

This custom was universal, with the specific act varying with time and place, depending on the weapons being used. A North African tribe, for example, trailed the points of their spears on the ground to indicate that they did not mean to be hostile.

It was customary for a ship entering a friendly port to discharge its cannon to demonstrate that they were unloaded. The rendering of gun salutes in odd numbers may be traced to the superstition that odd numbers were considered lucky.

Seven, for example, was held by the earliest civilizations to have mystical powers. Seven gun salutes were widely used.

Another source states the number seven was probably selected because of its astrological and Biblical significance.

Seven planets had been identified and the phrases of the moon changed every seven days. The Bible states God rested on the seventh day after Creation, that every seventh year was sabbatical and that the seven times seventh years ushered in the Jubilee year.

Forts ashore which could store gunpowder more readily and in greater quantity than on board ship, would sometimes fire three shots for each shot fired afloat. Salutes with an even number of guns came to signify that the captain or ship master had died on voyage.

The multiple of three probably was chosen because of the mystical significance of the number three in many ancient civilizations. Early gun powder, composed mainly of sodium nitrate, spoiled easily at sea, but could be kept cooler and drier in land magazines. When potassium nitrate improved the quality of gunpowder, ships at sea adopted the salute of 21-guns.

For many years, the number of guns fired for various purposes differed from country to country.

By 1730, the Royal Navy was prescribing 21-guns for certain anniversary dates, although this was not mandatory as a salute to the Royal family until later in the eighteenth century.

Several famous incidents involving gun salutes took place during the American Revolution. On 16 November 1776, the Continental Navy brigantine "Andrew Doria," Captain Isaiah Robinson, fired a salute of 13-guns on entering the harbor of St. Eustatius in the West Indies (some accounts give 11 as the number).

A few minutes later, the salute was returned by (9 or 11) guns by order of the Dutch governor of the island. At the time, a 13-gun salute would have represented the 13 newly-formed United States; the customary salute rendered to a republic at that time was 9-guns. This has been called the "first salute" to the American flag.

About three weeks before, however, an American schooner had her colors saluted at the Danish island of St. Croix. The flag flown by the "Andrew Doria" and the unnamed American schooner in 1776 was not the Stars and Stripes, which had not yet been adopted. Rather, it was the Grand Union flag, consisting of thirteen alternating red and white stripes with the British jack in the union.

The 21-gun salute became the highest honor a nation rendered. Varying customs among the maritime powers led to confusion in saluting and return of salutes. Great Britain, the world's preeminent seapower in the 18th and 19th centuries, compelled weaker nations to salute first, and for a time, monarchies received more guns than did republics.

Eventually, by agreement, the international salute was established at 21-guns, although the U.S. did not agree on this procedure until August 1875.

The first official salute by a foreign nation to the Stars and Stripes took place on 14 February 1778 when the Continental Navy ship, "Ranger," Captain John Paul Jones, fired 13-guns and received 9 in return from the French fleet anchored in Quiberon Bay, France.

US NavRegs for 1818 were the first to prescribe a specific manner for rendering gun salutes, tho they were in use before the Regs were written. Those Regs required that "When the President shall visit a ship of the United States' Navy, he is to be saluted with 21 guns, which was the number of states in the Union at that time."

Thereafter, it became customary to offer salute of one gun for each state in the Union, although in practice there was a great deal of variation in the number of guns actually used in a salute.

Also, the national salute of 21-guns is fired in honor of a national flag, the Sovereign or Chief of State of a foreign nation, a member of a reigning royal family, and the President, ex-President and President-elect of the United States. It is also fired at noon of the day of the funeral of a President, ex-President, or President-elect.

Additionally, it is also a tradition to render a national salute on 22 February, Washington's birthday, President's Day, and the Fourth of July.

On Memorial Day, a salute of 21-minute guns is fired at noon while the flag is flown at half mast. Gun salutes are also rendered to other military and civilian leaders of this and other nations. The number of guns is based on their protocol rank. These salutes are always in odd number.

...U.....

Uncle Sam:

It all started with a fourteen-year-old named Sam Wilson who ran away from home to join his father and older brothers in the fight against British tyranny during the American Revolution. At 23, he started a meat-packing business in Troy, New York, and earned a reputation for being honest and hard-working.

During the War of 1812, Wilson was made inspector of meat for US Army forces in New York and New Jersey, working with a contractor named Elbert Anderson, Jr. Barrels of meat supplied through Anderson were stamped "EA-US" identifying the contractor and country of origin, "Elbert Anderson, Jr. - United States."

According to legend, when New York Governor Daniel D. Tompkins visited the plant and asked about the letters, an imaginative employee told him, "US" was short for "Uncle Sam" Wilson. Soon, Soldiers were saying all Army shipments were from "Uncle Sam."

Uniform, Navy:

You wear the Navy Uniform. That means a lot to your country, the Navy, and yourself.

- It means KNOWING THE JOB: Professional competence comes first. Without skilled men and women, the Navy cannot carry out its mission. That mission is to defend the nation at the risk of death.

- It means COMMITMENT TO DUTY: To serve for pay is good; to serve for travel, education, and training is better. To serve for love of country and comrades is best.

- It means COMMITMENT TO LEADERSHIP: Leadership consists of those qualities of skill and character that command respect and cause others to follow loyally and willingly. It requires fairness, a reluctance to ask more than you yourself would give; a sense of justice.

- It means HONESTY. When you wear the Navy uniform, you don't lie, you don't cheat, and you don't steal. If you lead others, those in charge are watching you and noting your example.

The way you act, officer or enlisted, means, "I'm saying that everybody should do this. I'm not making an exception of myself."

- It means COURAGE: You must have courage, both moral and physical, for it is the virtue on which the exercise of all other virtues depends. You must have the courage to fight. You must have the strength of character to say, "NO" to what is wrong, to persevere in what is right no matter how difficult the task becomes, even face pain and death in defense of things you value and love, should honor and duty demand. Yours is not an easy commitment, but a worthy and noble one.

- It means LOYALTY: To let those over you know that they have your support. To show those in your charge you will go to bat for them, never asking them to do anything you would not do yourself. Sometimes, loyalties conflict. You must choose. Never mistake loyalty for doing something wrong to help someone out, even if they are your superiors.

- It means OBEDIENCE: Obedience requires that you carry out the lawful orders of your superiors, as we are all pledged to do, with pride and determination.

- It means COMMITMENT TO THE BEST: For the Navy, for comrades, for self. We give what we have. We do what we can. We commit the highest in us to service.

Uniform Regulations:

The first uniform instruction for the US Navy was issued by Secretary of War on 24 August 1791. It provided a distinctive dress for the officers who would command the ships of the Federal Navy.

The instruction did not include a uniform for the enlisted man, although there was a degree of uniformity. The usual dress of a seaman was made up of a short jacket, shirt, vest, long trousers, and a black low crowned hat.

Unlucky Friday: See Friday Superstition, Pg's 57-58

Upper Crust and Trench Mouth:

Those with money had plates made of pewter. Food with a high acid content caused some of the lead to leak onto the food, causing lead poisoning and death. This happened most often with tomatoes, so for the next few hundred years, tomatoes were considered poisonous.

Most people did not have pewter plates, but had trenchers, a piece of wood with the middle scooped out like a bowl. Often, trenchers were made from stale pieces of bread so old and hard, it could be used for quite some time.

Trenchers were never washed and worms invaded the wood or mold invaded the bread. After eating off wormy or moldy trenchers, one could get trench mouth. Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top or upper crust.

...V.....

Valentine Day: See Wear Your Heart on a Sleeve, Pg 145

This day originated in the 5th Century Rome as a tribute to ST Valentine, a Catholic Bishop.

Valentine Day has its origins in the ancient Roman feast of Lupercalia, an annual festival held on February 15 to help keep dangerous wolves away from townspeople and their crops.

On the eve of the festival, February 14, the young women of the town would write their names on slips of paper, put them in a jar, and every young man would pick out a name at random. The pair would then be partners for the remainder of the festival.

It was 270BC when ST Valentine stood up for love, after Roman Emperor Claudius II forbade Roman Soldiers to get engaged or married, believing that married men would rather stay home than go to war.

In defiance of Claudius' order, the priest, named Valentine, married young couples, and on February 14, was punished for his "crime" and sentenced to die.

While in prison, many young people came to the jail to visit him. They threw flowers and notes up to his window. They wanted him to know that they, too, believed in love. One of these young people was the daughter of the prison guard who allowed her to visit Valentine in the cell.

On the day he was to die, he left her a little note thanking her for her friendship and loyalty, and signed it, "Love from your Valentine;" thus, he became the patron saint of lovers.

Very Well: Reply of an officer to a subordinate to indicate that the information given is understood.

Veterans: What is a Veteran?

The third fold in the American flag is made in honor and remembrance of the veterans departing our ranks who gave a portion of their lives for the defense of our country to attain peace throughout the world.

If their story has taught us anything, it is that Americans will bear any hardship, will overcome any obstacle, and will conquer any foe, in pursuit of liberty and justice -- for themselves, their children, their countrymen, and other human beings whose faces they'll never see. As we think of the dead, we think of the living, too.

The Disabled American Veterans have long been dedicated to the idea that we honor the dead by serving those who lived, but came home from the military sick and disabled.

We can never repay the debt we owe these brave men and women; yet, we can strive to honor their vision which led them to battle and to their final sacrifice.

In the dark hours of war and conflict, America's Veterans answered her call, and they're the reason that the United States is the mightiest, wealthiest, and most secure nation on the earth today.

After all, who is more deserving of our affection and honor than those who fought and died to preserve what the entire world cherishes -the American way of life. Some veterans bear visible signs of service: a missing limb, a jagged scar, a certain look in the eye.

Others may carry the evidence inside them: a pin holding a bone together, a piece of shrapnel in the leg, or perhaps another sort of inner steel: the soul's ally forged in the refinery of adversity.

Except in parades, however, the men and women who have kept America safe wear no badge or emblem. You can tell a veteran just by looking.

It is time to recognize that the mortar holding our society together is mixed with the blood and tears of those who fought and died in battle.

WHAT IS A VET?

He is the cop on the beat who spent six months in Saudi Arabia sweating two gallons a day, making sure the armored personnel carriers didn't run out of fuel.

He is the barroom loudmouth, dumber than five wooden planks, whose overgrown frat-boy behavior is outweighed a hundred times in the cosmic scales by four hours of bravery near the 38th parallel.

He is the nurse who fought against futility and went to sleep sobbing every night for two solid years in DaNang.

He is the Prisoner of War who went away one person and came back another person or didn't come back at all.

He is the Drill Instructor who has never seen combat, but has saved countless lives by turning slouchy, no-account rednecks and gang members into Soldiers and teaching them to watch each other's backs.

He is the parade -- riding Legionnaire -- who pins on his ribbons and medals with a prosthetic hand.

He is the career logistician who watches the ribbons and medals pass him by.

He is the three anonymous heroes in "The Tomb of the Unknowns" whose presence at the Arlington National Cemetery must forever preserve the memory of all the anonymous heroes whose valor dies unrecognized with them on the battlefield or in the ocean's sunless deep.

He is the old guy bagging groceries at the supermarket -- palsied now and aggravatingly slow -- who helped liberate a Nazi death camp and who wishes all day long that his wife were still alive to hold him when the nightmares come.

He is an ordinary and yet, an extraordinary human being -- a person who offered some of his life's most vital years in the service of his country and who sacrificed his ambitions so others would not have to sacrifice theirs.

He is a Soldier, a Sailor, a savior and a sword against the darkness; and he is nothing more than the finest, greatest testimony on behalf of the finest, greatest nation ever known."

So remember, each time you see someone who has served our country, just lean over and say, "Thank You." That's all most veterans need, and in most cases, it will mean more than any medals they could have been awarded or were awarded.

REMEMBER

Father Denis Edward O'Brien, USMC

It is the soldier, not the reporter,
Who has given us freedom of the press.
It is the soldier, not the poet,
Who has given us freedom of speech.
It is the soldier, not the campus organizer,
Who has given us the freedom to demonstrate.
It is the soldier
Who salutes the flag,
Who serves beneath the flag, and
Whose coffin is draped by the flag,
Who allows the protester to burn the flag.

Veterans day:

In 1954, Congress passed the resolution and on June 2, 1954 President Eisenhower signed a bill proclaiming November 11 be designated as Veterans Day, to be observed in honor of all veterans -- living and dead -- of all the wars who made the sacrifice for country. May the Republic never forget them..

Viking: Viking refers to those wild sea robbers who laid in wait for their victims in the veeks or bays in Norway.

...**W**.....

Wake: See Graveyard Shift, Pg's 62-63

Lead cups were used to drink ale or whiskey. The combination would sometimes knock them out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial. They were laid out on the kitchen table for a couple of days, and the family would gather around and eat and drink and wait and see if they would wake up (a "wake").

Wallop:

Wallop, now a forceful blow, was once referred to as a fighting Admiral. When the French burned the town of Brighton, England, back in the 1500's, Henry VIII sent Admiral Wallop to teach the French a lesson. He so thoroughly wrecked the French coasts that ever since, any devastating blow is referred to as "an awful wallop."

Wars:

"War is an ugly thing, but not the ugliest of things, the decayed and degraded state of moral and patriotic feelings which thinks that nothing is worth war is much worse.

"A man who has nothing for which he is willing to fight, nothing he cares about more than his own personal safety is a miserable creature who has no chance of being free, unless made and kept so by the exertions and blood of better men than himself." John Stuart Mill

Since the first Memorial Day 135-years ago, more than 41-million Americans have served in the military and more than one million have died to protect our nation's freedom.

WWI.....Over 600,000 Navy personnel and 78,000 Marines served.
Navy and Marine deaths totaled over 10,000.

WWII.....Over four million Navy Personnel and 600,000 Marines served. Navy and Marine deaths totaled over 87,000.

Korean War...Over one million Navy personnel and 400,000 Marines served. Navy and Marine deaths totaled over 6,000.

Viet Nam

Conflict.....Nearly two million Navy personnel and 800,000 Marines served. Navy and Marine Deaths totaled over 17,000.

Persian

Gulf War.....148 killed

War

on Terror.....Still on-going

The Navy and Marine Corps have sustained significant casualties and injuries in terrorist attacks in recent decades. To list a few: The 1983 terrorist bombing of the US Embassy in Beirut; TWA Flight 847 in June 1985; the terrorist car bombing in Athens, Greece in June 1988; the small boat attack on USS COLE in October 2000; and hijacked American Flight 77 which flew into the Pentagon on 11 September.

Since Memorial Day 2002, over 180-American service members have died in support of military operations in combat zones:

- 30 in Operation Enduring Freedom in the Philippines and Afghanistan
- Over 150 in Operation Iraqi Freedom in the Middle East

Wardroom:

Wardroom country is each officer's seagoing home in which he should be proud to entertain his relatives and friends. It is also his club where he may gather with his fellow officers for moments of relaxation.

Aboard 18th century British ships, there was a compartment called the wardrobe which was used for storing booty taken at sea. The officers' mess and staterooms were situated nearby, so when the wardrobe was empty, they congregated there to take their meals and pass the time.

When the days of swashbuckling and pirating had ended, the wardrobe was used exclusively as an officers' mess and lounge. Having been elevated from a closet to a room, it was called the wardroom.

Warrior's Heart:

All the training in combat skills will not make you a warrior until you have a warrior's heart. A warrior's heart is simply an unselfish heart. It is a quality within which dictates self-sacrifice for the benefit of others.

It is the heart which causes the warrior to charge at danger rather than run or shirk from it.

It is the heart which causes the warrior to lay down his life for his friends. It is a heart filled with love for his band of brothers.

One is not born with a warrior's heart, no more than he is born a leader. He must develop it through his every day actions, words, and thoughts which are shorn of the slightest shred of selfishness, ambition, and ego.

A warrior's heart is the greatest reward for being a warrior. It grants to the warrior something inside which can not be duplicated in any way.

Watch, Stand the: See Dogwatch, Pg's 50-51
See Piping Aboard/Ashore, Pg's 102-104

Water Cooled Hand Rails: USS ARIZONA is the only commissioned Navy ship with water cooled hand rails.

WAVES:

This is the officially recognized title for "Women Accepted for Voluntary Emergency Service" which was established by an Act of Congress on July 31, 1942. Recruiting ended in 1945 with a peak enrollment of 86,000 Navy women.

Wear your Heart on a Sleeve: See Valentine Day, Pg's 140-141

In the Middle Ages, men and women drew names from a bowl to see who their valentines would be. They'd wear these names on their sleeves for one week; hence the term, "...to wear your heart on a sleeve."

Weigh: To lift the anchor off the bottom.

Wet your Whistle: This term means to take a drink of liquor.

"As any jay she light was and joly,
So was hir joly whistle wet ywet."
Chaucer, "Reeve's Tale"

Wetting Down:

In the old Navy, an officer's commission was hand-written on parchment. The newly commissioned or promoted officer hosted a dinner for his shipmates.

Sometime during the evening, the new parchment was rolled into a cone with the small end folded to form a cup which was then passed around the table for all to toast the new officer, thereby, "wetting down" the newly commissioned officer. But because the document was signed and issued by the President and was considered of personal and legal value, this may be more of a rumor than an actual tradition.

Among other rumors, the "wetting down" party was once a rowdy affair. The officer would wear his new stripes for the first time and shipmates would christen the uniform and the officer by pouring a drink on the new stripe, thus rending it the "salty" look in keeping with his older companion stripes. Tarnished braid was the salty hallmark of a seagoing man.

Also, the custom may have begun when a newly promoted officer had his new insignia placed in a glass of spirits to wet it down, thus giving the tarnished look. He was then ordered to drink every drop until it was dry.

Today, the newly commissioned officer or one who has received a promotion might give a party to celebrate. If there is a swimming pool around or some other body of water, his buddies may throw him in to really wet him down. In anticipation of this, the commissioned officer would be wise to wear civvies.

When my Ship Comes In:

"When I make my fortune" comes from the days when merchants sent ships out in search of rich cargoes. To finance such a venture, they borrowed from money-lenders.

As it was impossible to set an exact date when they would repay the loan, they would sign documents promising to pay when my ship comes in. Shakespeare refers to this in The Merchant of Venice, "...three of your argosies are richly come to harbour suddenly."

White Hat: See "Bell Bottom Trousers", Pg's 16-17

In 1852, a white cover was added to the soft visorless blue hat. In 1886, a white sonnet straw hat was authorized as an additional item. During the 1800's, the white sailor's hat appeared as a low rolled brim high-domed item made of wedge shaped pieces of canvas to replace the straw hat.

The canvas was eventually replaced by cotton as a cheaper more comfortable material. Many complaints on the quality and construction led to modifications ending in the currently used white hat.

Who Shines the Ship's Bell: See Bells, Pg's 20-21

Why is a Ship Called a 'She'?: See Ship Called a She, Pg 118
See Eyes of the Ship, Pg's 53-54
See Figure Heads, Pg 55

Wife: See Military Wife, Pg's 87-88

Wind out of his Sail: See Took the Wind out of His Sail, Pg 137

Women-Cover/Hat: (HAVELOCK)

Havelock is a protective cover worn by women over the combination cap to provide cold weather protection. Sometimes referred to as the "Lawrence of Arabia" hat because it fell to shoulder length in the manner of a hood. A rain hood was also issued to provide rain protection. It was discontinued in 1981.

Women-Enlisted Uniform/Buttons:

The first enlisted women's uniform was comprised of a single breasted coat, blue in winter and white in the summer; long full bottomed skirts and a straight-brimmed sailor hat, blue felt in the winter and white straw in the summer; black shoes and stockings.

Women of Fiddler's Green:

Calm weather and smooth seas are the result of the sweet songs of the Women of Fiddler's Green who sing to keep the waves in unison. Whenever they stop singing, the waves get restless, and bad weather ensues. Next time you're enjoying a pleasant voyage, remember that Davey Jones' glamour girls are really doing their stuff.

Women at Sea:

The British navy used to permit women aboard its ships during long cruises; a woman named Ann Johnson actually served as a member of a gun crew and was killed during the Battle of Copenhagen, 1 April 1801. American clipper ship Captains used to carry their wives on board.

The hospital at the Merchant Marine Academy at Kings Point, New York, is named for the wife of a clipper skipper. She was Mary Patten, 19-yrs old. When her husband became ill on a trip from the East Coast in 1856, she took command, navigated the ship around the Horn and into San Francisco in a 120-day trip.

Women Sponsors: See Christening Ceremony, Pg's 34-35
See Ship's Launching, Pg 137

Until 1846, it was thought unladylike for the fair sex to smash bottles of wine against ships' noses. However, in October of that year, Miss Watson of Philadelphia established a precedent by sponsoring the launching of the USS GERMANTOWN; and ever since then, our fighting craft have been christened by the ladies.

Women-Uniform Buttons:

How did women's clothing come to be buttoned on the opposite side than men's clothing? At one time, buttons were only worn by very well-to-do people. Peasants only used pull-over stuff or strings.

This means that the well-to-do women had servants to help them dress, while most of their spouses did not.

It was easier for the servants to button the ladies' clothing if the buttons were on the other side, because this would put the buttons on the right side of the servant, thereby making it easier to manipulate.

Women in the United States Navy during WWI:

There were 11,275 during WWI (Dec 1, 1918) from the book, "Crossed Current, Navy women from WWI to Tailhook" by Ebbert and Hall.

Write in Water:

To write in water is an expression meaning:

**"Men's evil manners live in brass; their virtues we write in water."
Shakespeare, "Henry VIII"**

On John Keat's tombstone in Rome, one may read: "This grave contains all that was mortal of a young English poet, who on his deathbed, in the bitterness of his heart at the malicious power of his enemies, desired these words to be engraved on his tombstone: "Here lies one whose name was writ in water."

...**X**.....

(N/A)

...**Y**.....

Yankee:

Americans are known by their nicknames from Hong Kong to Timbukto; one of the most widely used being "Yankee." Its origin is uncertain, but it is believed to have been given by the early Dutch.

Early American sea captains were known but not revered for their ability to drive a hard bargain. Dutchmen, also regarded as extremely frugal, jokingly referred to the hard-to-please Americans as "Yankers" or "Wranglers," and this name has stuck to this day.

Another origin of the name was first applied only to people from New England; and during the Civil War, only to Northerners. The name originated in colonial times when Dutch settlers in New York referred to those from Connecticut as Jan Kees, meaning "John Cheese."

...**Z**.....

Z-grams: See Ombudsman, Pg 100

A list of 121 policy directives issued by Admiral Zumwalt while in office as Chief of Navy Operations, 1 July 1970 to 1 July 1974.

A Z-gram is properly known as a Z-NavOp. All Z-grams were canceled in name only on the day Zumwalt left his post as CNO. At that time, two Z-grams had previously been canceled and 87 had been or were being incorporated into the regular Navy directives system.

The remaining 32 were informative in nature, announcing a one-time program or were statements of policy subsequently included throughout Navy personnel programs.



SENSE, NONSENSE, and SLOGANS

- A cat's urine glows under a black light.
- A cockroach will live nine days without it's head before it starves to death. (Yulk!)
- A dime has 118-ridges around the edge.
- A dragonfly has a life span of 24-hours.
- A goldfish has a memory span of three seconds. (Me, too.)
- A shark is the only fish that can blink both eyes.
- All 50-states are listed across the top of the Lincoln Memorial on the back of the \$5 bill.
- Alaska has the highest percentage of people who walk to work.
- American Airlines saved \$40,000 in 1987 by eliminating one olive from each salad served in first class.
- An ostrich's eye is bigger than its brain.
- Banging your head against a wall uses 150-calories an hour.
- Coca-cola was originally green.
- Dreamt is the only English word that ends in the letters "mt".
- Every day, more money is printed for Monopoly than for the U.S. Treasury.
- Every time you lick a stamp, you're consuming 1/10 of a calorie.
- Humans and dolphins are the only species that have sex for pleasure.
- In England, the Speaker of the House is not allowed to speak.
- In ancient Egypt, Priest plucked EVERY hair from their bodies, including their eyebrows and eyelashes. (Ouch!)
- Some lions mate over 50-times a day. ((Whew!))
- Starfishes haven't got brains.
- Stewardesses is the longest word typed with only the left hand.
- The Hawaiian alphabet has 12-letters.
- The ant can lift 50-times its own weight, can pull 30-times its own weight, and always falls over on its right side when intoxicated.
- The average person falls asleep in seven-minutes.
- The average person's left hand does 56% of the typing.
- The giant squid has the largest eyes in the world.
- The longest one-syllable word in the English language is screeched.
- The male praying mantis cannot copulate while its head is attached to its body; female initiates sex by ripping the males head off.
- The microwave was invented after a researcher walked by a radar tube and a chocolate bar melted in his pocket.
- The national anthem of Greece has 158-verses. No one in Greece has memorized all 158-verses.
- The strongest muscle in the body is the tongue.
- There are 336-dimples on a regular golf ball.
- There are more chickens than people in the world.
- There are only four words in the English language which end in "dous": tremendous, horrendous, stupendous, and hazardous.
- Tigers have stripped skin, not just stripped fur.
- When the University of Nebraska Cornhuskers play football at home, the stadium becomes the state's third largest city.
- Beggars can't be choosers. - A bird in the hand is worth two in the bush.
- A stitch in time saves nine.
- Busy as a bee
- Busy as a beaver
- You can catch a bird if you put salt on it.
- Too much sugar for a nickel and not enough for a dime.
- Sweet sixteen and never been kissed.
- You can't please the old man and the donkey.
- Head for the round house - he can't corner you there.
- A friend in need is a friend indeed.
- An apple a day keeps the doctor away.

- Don't count your chickens before they hatch.
 - A whistling girl and a crowing hen always comes to a no-good end.
 - Don't buy a pig in a poke.
 - It's better to be safe than sorry.
 - A penny saved is a penny earned.
 - Nothing is certain but death and taxes.
 - I don't have to do anything but die, and I only do that once.
 - Go whole hog or none.
 - Don't put all your eggs in one basket.
 - Don't spend all your money in one place.
 - The early bird gets the worm.
 - Sticks and stones may break my bones, but words will never hurt me.
 - A rolling stone gathers no moss.
 - Little goodie two-shoes.
 - I'll be all over you like ugly on ape.
 - Keep your shirt on.
 - A watched pot never boils.
 - Time and tide wait for no man.
 - Birds of a feather flock together.
 - Don't make a Cecil B. deMille production out of it.
 - Silence: the Final Frontier where no woman has gone before.
 - Household dust: a harmless natural occurrence only women notice.
 - No one's home but the walls, and they're all plastered.
 - No one's home but the lights, and they're all out.
 - Blessing in Disguise.
- You are participating in a race. You overtake the second person. What position are you in? If you answered you are first, you are wrong. If you overtake the second person and you take his place, you are second.
- If you overtake the last person, then you are...? If you answered you are second to last, you are wrong. How can you overtake the last person?
- Take 1000 and add 40 to it; add another 1000; now add 30; add another 1000; now add 20; add another 1000; now add 10. What is the total. Did you get 5000? The correct answer is actually 4100.
- Mary's father has five daughters. 1. Nana; 2. Nene; 3. Nini; 4. Nono; What is the name of the fifth daughter. Nunu? Of course not; Her name is Mary; read the question again.

